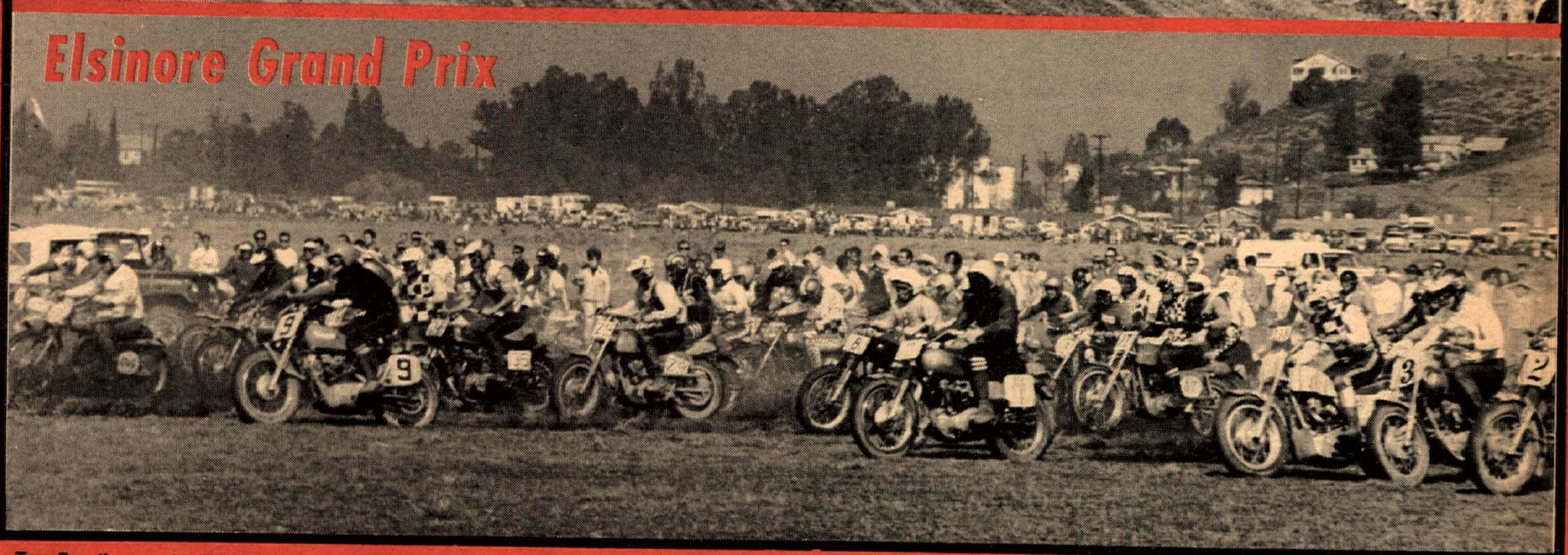
VOLUME VI NUMBER 6

February 25, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper

WEST 25¢



Top: Four times world champion, Barry Briggs, 78, riding a specially-built BSA, takes the far outside groove where the track is rougher. The tracks in Europe are more uniform. Briggs was tied for last at the Houston Astrodome. See pages six and eight. Photo by Dave Freedman. Bottom: The Open Expert start Feb. 9 for the Elsinore Grand Prix sees I. Mizen, 9, Harlan Bast, 8, Ben Fakkeldy, 7, District 37 President Ron Sloan, 14, and Bob Bailey, 3, all Triumph-mounted. Gunnar Lindstrom was over-all heavyweight winner. Photo by Maureen Lee. See pages ten and eleven.

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

ATTENTION PUBLICITY COMMITTEES—Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

EVERY SUNDAY

MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Info: (213) 424-0961.

FIRST SUNDAY OF EVERY MONTH

MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 10 a.m. Info: Phone 71-339, Hwy 11, Rancho Mirage, Cal.

HARE SCRAMBLES by Americans M.C., limed from Hi-Vista Store, just north of Ponderosa, Cal., race at noon.

3rd SUNDAY OF EVERY MONTH

MOTO-CROSS races at Deadman's Point, Apple Valley, Cal. by the Hi-Desert Racing Assoc. All classes, free entry. Prac. 8:30 a.m., race 11 a.m. Info: (714) 247-7473 evenings.

FEB. 16, MAR. 8, APR. 13, JUN. 8

TT SCRAMBLES by the Hi-Boots M.C. at Dehesa Speedway. Take Interstate 8 to Harbison Canyon Rd., signs & lime from there. Prac. 10 a.m., race noon. Dist. 38 & national sporting points. Info: 4140 Acacia Ave., Bonita, Cal.

SUNDAY, FEBRUARY 23rd

CMC GRAND PRIX at Carlsbad Raceway, Carlsbad, Cal. Gates open 7:30 a.m., race 9 a.m. Leathers required. 75% dirt, 25% asphalt. P.O. Box 1334, Huntington Beach, Cal. 92647.

ROUGH SCRAMBLES, AMA sanc., by the Taft M.C., quarter mile east of Maricopa, Cal.

ACA OPENER GRAND PRIX ROAD RACE at Willow Springs Raceway, Rosamond, Cal. All prod. & G.P. classes. Pit gates open 8 a.m., first race 11:30 a.m.

HARE SCRAMBLES by the Sidewinders M.C., limed from Red Mountain, Cal., AMA sanc. Start 10 a.m.

A.M.R.A. HARE SCRAMBLES, Blue Wash 10 mile course, 125-250-Open mail entries $2 to A.M.R.A., 3519 West Mc Dowell, Phoenix, Ariz. 85009. Road limed from Cave Creek, through Carefree and on to Bartlett Dam road. Start 10 a.m.

TT SCRAMBLES at Huntington Beach Cycle Park. On Talbert Ave., between Beach Blvd. and Goldenwest Ave., 2 miles south of San Diego Freeway. Sign-up 8:30 -10:00. Pits close 10 a.m. Info: Al Snow (714) 879-5661, days.

TT SCRAMBLES at Mexicali. 9-12 practice. Wheelie contest. No entry fee. Moto Club Latino, P.O. Box 304, Calexico, on road to T.J., 7 miles west of Mexicali.

POKER RUN by the Arvin Travelers, SCMA sanc. Start 8-9 a.m., Travelers Coffee Shop, Greenfield, Cal. Donation, $1.50. Info: (213) 429-3557.

CMC GRAND PRIX on new 3.5 mile course at Carlsbad. Post entry $10. Gates open at 7:30 a.m. First race 9 am.

POKER RUN ENDURO Family fun run in Tehachapi Mountains. Starts at Bean Canyon, off Backus Road near Lancaster, Calif. Info: (213) 861-4139. See ad this issue.

T.T. SCRAMBLES by San Bernardino Valley M.C. at Perris Race Track, Perris, Cal. 0-250 signup closes 9 a.m. 251-Open sign-up closes 12:30 p.m. Sidehacks sign-up closes 12:30 p.m. Dist. 37 Points. Class "C" traction only. Course will be run backwards.

WINTER SCRAMBLES by the Salinas Ramblers at the club grounds, Hwy 101, 12 miles north of Salinas at Crazy Horse Canyon Rd. No machines under 200cc. Prac. 9-11 a.m., race at noon. Info: 422-9809, Salinas.

FRIDAY, FEB. 28th-MAR. 1 & 2

TOP FUEL DRAG CHAMPIONSHIP by Kern County Racing Assoc. In Bakersfield, Cal. Fuel bikes only. $200 to the winner and $75 runner-up. Pre-entry info call: (805) 323-4472. 701 Baker St., Bakersfield, Cal. 93305.

SATURDAY, MARCH 1st

TT RACES, Manzanita Speedway, 32nd Ave. and Broadway, Phoenix, Arizona, 7 p.m. First night race of the summer season.

SUNDAY, MARCH 2nd

TT SCRAMBLES at Adelanto TT Track on Highway 395. Sign-up closes 11 am. Class C. Info: (213) 927-3860.

TT SCRAMBLES, Three half-hour motos 0-100cc and 101-125cc limit at El Mirage, limed from Adelanto. Sponsored by Hi-Jinks. Race starts at 10 a.m. Info: (213) 425-9652.

MOTO-CROSS (see Ad page 3)

INTERNATIONAL ROAD & DRAG RACES at Round Rock, 10 miles north of Austin, Texas on Interstate 35N & FM 1325, by the Southwest M.C. AMA sanc. Start 2 p.m., no entry fee.

SUNDAY, MARCH 2nd

DESERT RACE by the Hi-Boots M.C. at San Felipe, Wash., east of Ocotillo Wells on Hwy. 78.

9th ANNUAL 100-LAP AMA TT GRAND PRIX at Ascot Park, 183rd St. at So. Vermont Ave., Gardena, Cal. Prac. 11 a.m., time trials noon, race 2:30 p.m. Also sidehack. Info: FA 1-5323.

27-MILE PONDEROSA HARE SCRAMBLES by Greyhounds M.C. Start 10 a.m. at Ponderosa Inn 15-miles East of Lancaster, Cal., on Ave. J. Trophies to 50% of entries. Info: (213) 367-2907.

TT SCRAMBLES at new Carlsbad Raceway course in Carlsbad, Cal. $5 post entries only. Info: (714) 539-3328 after 6 p.m.

SUNDAY, MARCH 9th

CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

75 MILE NATIONAL CHAMPIONSHIP ENDURO by the Georgia Crackers M.C., Decatur, Ga.

SCRAMBLES by the Polka Dots M.C. at Helvetia Park on Hwy 16 "River Road", Sacramento to Woodland, Cal. Prac. 9 a.m. Start at noon.

DAYTONA SPEED WEEK

March 10 to 16

MON: Registration and practice, amateur and expert.
TUES: Reg. & prac., all classes.
WED: Prac. & Sportsman Road Race.
WED. NIGHT: Short-track, novices only.
THURS: Prac. only, plus enduro. Also qualifying time trials at speedway.
FRI: Qualifying time trials & heat races for novices and 250cc combined. 100-mile amateur race.
FRI. NIGHT: Short track, amateur and expert only.
SATURDAY: 76-mile novice race. 100-mile amateur-expert race.
SATURDAY NIGHT: Short track, amateur & expert only.
SUNDAY: 200-miler, experts only.

SUNDAY, MARCH 16th

TT SCRAMBLES at Adelanto, Cal., by the Desert Phantom M.C. on Hwy 395. Dist. 37 points. Small bikes 9 a.m., big bikes and sidehacks 1 p.m. Info: (714) 246-7551.

CLASS A SPEEDWAY RACING at Whiteman Airport Stadi[illegible] CANCELLED 2850 Pierce St., Pacoima, C[illegible]ng starts 12 noon. Info: (213) [illegible]0-9800 after 6. Rain date Mar. 23.

CMC ROAD RACE at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

HARE SCRAMBLES by the Prospectors M.C., limed from California City Golf Course near Mojave. Start 10 a.m. Trophies available from Dec. 15 race.

SUNDAY, MARCH 23rd

CMC MOTO-CROSS races at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

AFM NATIONAL POINTS ROADRACE at Vacca Valley Raceway, Vaccaville, Cal. Info: (415) 588-6526.

SAT. & SUN., MAR. 29 & 30th

GRAND PRIX SCRAMBLES by the Viewfinders M.C. and the Stunt Men's Assoc. at Westlake, Cal., AMA sanc. Entries close Mar. 15, $8. Viewfinders M.C., 6333 Woodman Ave., Suite A, Van Nuys, Calif.

Sidehacks Sat. and Sun.; gates open 6 a.m. both days.

SUNDAY, MARCH 30

95 MILE ENDURO NATL. CHAMPIONSHIP by South Jersey Enduro Riders, Mt. Ephriam, N.J.

WED.—SUN., APRIL 2—6

CYCLE '69 annual cycle show at Brooks Hall, San Francisco, Cal. Info: International Sport Cycle Expositions, P.O. Box 5945, San Francisco, Cal., 94101.

THURS.—SUN., APRIL 3—6

WESTERN NATIONALS show at the Great Western Exhibit Hall, Los Angeles by the National Custom Car Club Assn., Canoga Park, Cal.

SUNDAY, APRIL 6th

CHAMPIONSHIP CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington 98611.

MOTO-CROSS by C.M.C. at Saddleback Park, Orange, Cal. Info: (714) 539-3328, after 6 p.m.

SUN., APR. 6, MAY 4, JUNE 1

SPECIAL CMC MOTO-CROSS SERIES at Saddleback Park.

SUN., APR. 13, MAY 11, JUNE 15

SPECIAL CMC MOTO-CROSS SERIES at Carlsbad.

SUNDAY, APRIL 13th

CMC MOTO-CROSS races at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

TT SCRAMBLES by Scramblers M.C. at Adelanto track on Hwy. 395. Dist. 37 points. Lightweights at 9 a.m. and heavyweight at 1 p.m. Info: (805) 497-2060.

SUNDAY, APRIL 20

100 MILE ENDURO NATIONAL by Bristol Twins M.C., Bristol, Va.

CMC ROAD RACE at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

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PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

Goodyear photo

SAT. & SUN., APRIL 26 & 27th
Southern California Trials Association Two-day English Trials, Big Bear Lake, Calif. People interested in scorekeeping contact Dave Evans (213) 865-3991.

SUNDAY, APRIL 27
90 MILE ENDURO NATIONAL CHAMPIONSHIP by Tompkins County M.C., Newfield, N.Y.

TEAM SCRAMBLES by the Hi-Boots M.C. at Dehesa Speedway. Take Interstate 8 to Harbison Canyon Rd. Signs & lime from there. Race on moto-cross course. Info: 4140 Acacia Ave., Bonita, Cal. 92002.

SUNDAY, MAY 4
175 MILE ENDURO NATIONAL CHAMPIONSHIP by Midwest National Enduro Riders, Sterling, Ill.

DIRT TRACK NATIONAL CHAMPIONSHIP by John Blanton at Cumberland, Md.

HALF-MILE NATIONAL in Cumberland, Maryland.

SAT. & SUN., MAY 10 & 11th
7th ANNUAL VEGAS TOUR by the Lucky Wheels M.C. Dinner, many trophies, parade, souvenirs for all. Info: (714) 688-5072.

SUNDAY, MAY 11
DIRT TRACK NATIONAL CHAMPIONSHIP by Professional Motorcycling Inc., Terre Haute, Ind.

SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington 98611.

AMA PROFESSIONAL SHORT TRACK at Dixon, Cal. Third-mile dirt track. Purse $600. Trials 7 p.m. Race 8 p.m. Bob Barkhimer Associates, Inc. Santa Cruz, Cal. (Dixon Fairgrounds is 20 miles west of Sacramento.)

SATURDAY, MAY 17
50-lap on 1-1/8 mile race-track at Nazareth, Pa.

SUNDAY, MAY 18th
MOTO-CROSS RACES by the Hi-Boots at Dehesa Speedway. Take Interstate 8 to Harbison Canyon Rd. Signs & lime from there. Prac. 8:30 a.m. Experts race 10 a.m., novices follow expert program.

SUNDAY, MAY 25
250 MILE NATIONAL CHAMPIONSHIP ENDURO by Enduro Riders Assn., Columbus, Ohio.

SUNDAY, MAY 25
1/2-MILE DIRT TRACK NATIONAL CHAMPIONSHIP by Jack Vanino at Reading, Pa.

SATURDAY, MAY 31st
CLASS "C" TT SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington, 98611.

SAT., MAY 31, SUN., JUNE 1
500 MILE GREENHORN NATIONAL CHAMPIONSHIP ENDURO by the Pasadena Motorcycle Club, Pasadena, Calif.

SUNDAY, JUNE 1
HALF-MILE NATIONAL at Livonia, Mich.

SATURDAY, JUNE 7
DIRT TRACK NATIONAL CHAMPIONSHIP at Louisville Downs, Louisville, Ky.

SUNDAY, JUNE 8
115 MILE ENDURO by Back Mountain Enduro Riders, Dallas, Pa.

FRI.-SUN, JUNE 13–15
100-MILE NATIONAL ROAD RACE at Loudon, New Hampshire.

SATURDAY, JUNE 14th
CLASS "C" TT SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington, 98611.

SUNDAY, JUNE 22
15-MILE MINI ROAD RACE NATIONAL CHAMPIONSHIP by Pittsburg Racing Assn., Heidelburg, Pa.

FRIDAY, JUNE 27
25-LAP NATIONAL TT by Santa Fe Park Enterprises at Hinsdale, Ill.

SATURDAY, JUNE 28th
CLASS "C" TT SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington, 98611.

SUNDAY, JUNE 29,
CHARITY NEWSIES DIRT TRACK NATL. CHAMPIONSHIP 1/2-MILE at Columbus, Ohio.

SUNDAY, JULY 6, 1969
1/2-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Bob Barkhimer & Assoc. at San Jose, Calif.

SATURDAY, JULY 12, 1969
50 LAP TT NATIONAL by J.C. Agajanian at Ascot Park, Gardena, Calif.

SATURDAY, JULY 12th
CLASS "C" TT SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington, 98611.

SUNDAY, JULY 13th
FIELD MEET FOR 125s by the Hi Boots M.C. at Dehesa Speedway, east of El Cajon. For 125s and under, trail, street or race. Info: 4140 Acacia Ave., Bonita, Cal., 92002.

SATURDAY, JULY 19, 1969
30-LAP TT NATIONAL by Mt. St. Helens M.C. at Castle Rock, Wash.

SUNDAY, JULY 27, 1969
20-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Bob Barkhimer & Assoc. at Santa Rosa, Calif.

SUNDAY, AUGUST 3, 1969
HILLCLIMB NATIONAL CHAMPIONSHIP (Class A Bikes) by White Rose M.C., Jefferson, Pa.

MOTO-CROSS
March 2nd

Don & Ray's motorcycle shop presents 1st AFM sanctioned Moto-Cross at PALMDALE, CAL.

125cc-250cc and Open Jr. & Sr. Ambulance standby—riders insured—concessions— trophies same day $$ Senior 250 & Open pays CASH to 5th place $$ Course laid out by 250 Cal. State Moto-X Champion Ray McCarty. Practice at 9 a.m. sharp! Limed from Ave. S and Antelope Valley Fwy. All licenses ok—only requirement is AFM membership ($2 and available at sign-up). For further info: (805) 942-9624.

ENDURO

Skip Clark's City Cycle
4TH ANNUAL POKER RUN
ENDURO FEB. 23, 1969

50 MI. OF MTN. & DESERT TRAILS
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100cc YAMAHA TRAIL

HELMETS ADVISED
RIDERS MEET 9:00 - START 10:00
DONATION :$2.00
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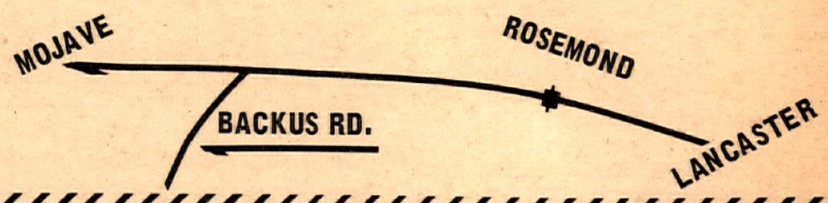

ROAD COMPETITION CLUBS

advertise your coming events in a space this size for only $19.50 (non-profit club rate). Send us the information and a check or money order and we'll do the rest.
(DEADLINE IS WEDNESDAY, 5 p.m.)

Cycle News Ads
Box 498, Long Beach, Calif. 90801

TAFT M.C. Inc.
Presents AMA Sanctioned
ROUGH SCRAMBLES
12 NOON
Practice 10 a.m.
2½ mile course
FEB. 23
Man Mile Trophy
Classes 0-125 – 126-250
250-Open 3 motos each

A.C.A. ROAD RACES '69 opener
WILLOW SPRINGS INTERNATIONAL RACEWAY, ROSAMOND, CALIFORNIA. HWY. 14 to ROSAMOND, CALIF., NORTH ON ROSAMOND BLVD. TO TRACK.

Feb. 23

All Production & Grand Prix Classes Plus Sidecars
General Admission $2. Children Free.
Pit Gates open 8 a.m., First Event 11:30
Ambulance Concessions Trophies Pennzoil

Runs Rain or Shine
CMC MOTORCYCLE Grand Prix
FEB. 23
NEW. 75% Dirt – 25% Asphalt
3.5 mile course
gates open 7:30 a.m.
first race 9:00 a.m.
Full Protection
3 # Plates
CLASSES
0-125cc
126-250cc
251-500cc
Open
ENTRIES
Close Feb. 15th
Mail entry $5.00 – Post $10.00
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Carlsbad Raceway
7 miles east of San Diego Fwy on Palomar Airport Rd. PH.: (714) 539-3328

Tear Out and Present at Box Office
J. C. AGAJANIAN Presents . . A.M.A.
Motorcycle Races

Gates open 12 noon. First Race 2:15
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VOICES OF THE WEST

WHAT'S HONDA DONE FOR US LATELY?

First I will compliment you on your newspaper, which we thoroughly enjoy in this area. But I believe that you have been unfair and less than objective to American Honda and Honda of Japan. In the first place to be realistic, there was no reason to assume it your privilege to be admitted to the convention. It was attended by invitation.

Also, you seem to have forgotten that this "Japanese Giant" started with something less than most companies, being born in post-war Japan. Honda has developed quite enough innovations on its own. Honda was almost directly responsible for the birth of many other cycle manufacturers, and almost directly responsible for creating most of the cycle market in the world. I believe that a reporters job should be to report facts, and to avoid "larding" an article with catty and sarcastic remarks to assuage his hurt pride that he wasn't welcomed with red-carpet treatment to a convention that for most of the Honda dealers was a warm, friendly, informative and entertaining affair.

I agree that American ingenuity is a solid tradition that we are justly proud of, but be fair, and just, and remember that the ingenuity of one Mr. Soichiro Honda is responsible for putting motorcycles out of the small time and on the map. Sincerely,

CAROL S. BUCHTER
Mission, Kansas

COMMENT: Thanks for the compliment. We have not forgotten the immense debt that motorcycling owed Honda, but we think that debt has been amply repaid. Nor have we failed to notice the early innovations that Honda introduced. We were invited to the convention, but after driving 300 miles through floods and landslides which often blocked the highway, we arrived a little late. Unfortunately, Mr. Matt Matsuoka, Honda's public relations chief was busy or we are certain that there'd have been no unpleasantness. We've been kicked out of better places, so our pride wasn't hurt. If Honda was offended by our printed remarks, we apologize.

TWO SACRAMENTO BILLS

Our dear assemblymen in Sacramento are at it again! This past week, two bills have been introduced that affect motorcyclists. The first (A.B. 347-Foran) proposes to raise by $15, the cost of commercial license plates.

We have a pick up and use it only for transporting our bikes or as a transportation car when unloaded. It is not used for any business or commerce. I'm sure there are others who use their trucks in the same manner and that will agree this added fee is unfair.

The second bill is A.B. 383 (Hom-San Diego) proposing the mandatory wearing of safety helmets for riders & passengers. Our family believes in, owns, and wears helmets. Good helmets to have proven to lessen and in some cases, prevent injuries. This in turn affects insurance rates. I have seen some riders with such poor helmets that they would be as protected if they were wearing half an egg shell on their heads. Until standards can be set up and enforced, of what use is this bill?

MRS. TOM WILLIS
Torrance, Calif.

P.S. Get those letters written to Sacramento. It does have effect.

COMMENT: United Motorcycle Enthusiasts Of California is coordinating opposition to the two bills you mention. But the treasury is low. Send membership contributions to U.M.E., Box 1154, Reseda, Calif. 91335.

ELSINORE GRIPSTERS GRIPE

Let me say that I enjoyed the race. It was rough & wet, but fun.

My dissatisfaction arises from the total confusion and lack of organization which preceded the race. I am aware that the rain caused some unexpected problems, but any club that can boast 1,100 entries at $10 each, plus a number of $25 post entries, should be able to afford more than a two-bit bull horn for a riders meeting that is expecting 500-600 riders each day. If some sort of adequate P.A. system had been arranged the riders could have been advised where and how to line up with the least amount of confusion and it would have made the day much more bearable.

Let us all profit from others mistakes and also thanks for a hard, fun race.

DAVE BROWN 452x

THE NEW IMAGE

By Chuck Clayton

Washington, D.C. was basking in a midwinter thaw when our plane touched down at Dulles International Airport. We hurried to the Washington Hilton where a hectic schedule of business awaited. There was the Motorcycle Dealer News Trade show in the Hilton basement, trade and rider association meetings, dealer schools and receptions going on simultaneously. In the interest of brevity, I will try to summarize here the important points of the week.

The Motorcycle, Scooter & Allied Trades Assn.

* Elected Ivan Wagar president, replacing outgoing pres. Bill Kennedy of Rex Chain Belt Co. Wagar is the editor of Cycle World monthly.

* Dropped its public relations program owing to lack of funds and general dissatisfaction with the job its P.R. firm has been doing.

* Hosted dealers who had contributed $60 each to the MS&ATA's new associate member program. The dealers asked that the program be continued and expanded. Many leading dealers wanted the association to provide guidelines to set up state dealer auxiliaries and integrate them into the national program. A great deal of enthusiasm and willingness to work for the improvement of motorcycling was shown.

* Expelled this reporter from executive board meeting where, I assume, the impending resignation of Yamaha from the MS&ATA and the threatened withdrawal of support by two other large contributing members were discussed.

The American Motorcycle Assoc.

Business discussed and decisions reached at this meeting are held confidential by mutual agreement until a press release from the AMA is issued. Significant progress was made, however, that will benefit and delight road riders as well as competition enthusiasts.

A guest speaker at the MS&ATA luncheon was Langhorne Bond, an outgoing administrative special assistant who was working with the former Secretary of Transportation Alan Boyd. Bond is a young lawyer who rides bikes and races sports cars.

He cleared up some of the mystery surrounding the Federal Highway Safety program. His department had only three months to come up with the program after the President signed the Highway Safety Act. Soichiro Honda had met privately with Alan Boyd and told him he would support the mandatory helmet requirements, so that became the cornerstone of the motorcycle "safety" package.

Bond said it was "imperative for the motorcycle industry to pull together in common cause" to solve the new problems that would arise in future. The future will bring increased federal pressure to solve problems of noise pollution, air pollution, safety, and the responsibility of manufacturers and dealers to non-motorcycling citizens as well as buyers of their products.

Motorcycle enthusiasts should work to dispel the "aura of death and injury" surrounding bikes, Bond concluded, and this would allow the market to "penetrate the affluent middle class," he said.

In my opinion, the best way to begin dispelling the aura of death and injury is by removing compulsory helmet laws from the motorcycle safety program. The Department of Transport still does not agree with us in this vital matter, but we have their assurance that the 10% federal aid penalty will probably not be invoked against states that do not pass helmet laws. The feds only want to see "significant progress in implementing the program." This does not mean that motorcyclists have to suffer indignity and discrimination for the sake of this hastily-concocted plan.

Lew Buchanan, our man in the Transportation Department, is one of the finest people we know in government. He is a longtime street rider and has just recently become that rarest of breeds, a combination street/competition enthusiast. We see eye-to-eye with Lew on every point except the helmet and goggle law. He provided us with the latest statistics on m/c fatality rates, which indicate a slight decrease in traffic deaths per 10,000 registered motorcycles throughout the nation.

The study shows that in states with helmet laws effective on or before January 1, 1968, deaths per 10,000 registered motorcycles declined 28% from 1966 to 1968. In states with no helmet laws deaths declined 11% in the same period. The percentage seems to indicate that helmet laws are effective in reducing fatalities, which is what the study apparently was commissioned to prove.

But I question the study on several points. One, what was the percentage reduction of accidents? Everyone knows that helmets don't prevent accidents, so it would be significant to compare the number of motorcycle crashes in the various states. The study only concerned itself with fatal accidents.

I'll bet that motorcycle accidents in general declined at the same or a greater rate than the fatalities. What the study fails to take into consideration is that most states started licensing riders at the same time as they forced them to wear helmets and this, I think, is what accounts for most of the improvement.

Also, the numbers involved are so small (from 10.2 to 6.7 deaths per 10,000) as to make the conclusions virtually meaningless. For example, a sudden snowstorm in Montana could have accounted for most of the state's 11 deaths in 1967.

Finally, what percentage of the victims in all states were actually wearing helmets? Or should we assume that everyone who was killed in the free states was bareheaded?

In sum, we are as pleased as the D.O.T. with the general reduction in motorcycle fatalities in the 50 states. But we should not jump to the insupportable conclusion that helmet laws deserve the credit for that decline. The voluntary decision to wear a helmet as an extra measure of insurance, coupled with good riding skills and courtesy on the part of all road users is the best way to save lives. This stubborn justification of an unncessary law is wasting energy that should be put into more meaningful highway safety programs, such as rider training, car driver education, neckbreaker marking, equipment standards, highway improvement and legal recourse for the victims of traffic accidents that were not their fault.

Legislative Notebook

By Barbara Adams Dahms

It has happened again. There is a helmet bill in the Sacramento hopper. AB 382 calls for mandatory wearing of helmets by operator and passenger, and requires rental agencies to provide helmets with motorcycle rentals. It calls for the CHP to adopt regulations for specifications and standards. The bill is authored by Assemblyman Tom Hom, republican, of the 79th district, San Diego. There are no co-authors. Nor does the bill include eye-protection or any other apparel requirements at this time.

AB 382 will be heard at some time after March 8 by the Assembly Transportation Committee. Assemblyman Foran is still chairman of this committee. The date is not yet scheduled.

Assemblyman Hom defends his bill on the statistics that 50% of injuries suffered in motorcycle accidents are head injuries. He was not aware of our opposition and asked that we give him our views on the matter. So now is the time to write to him with your opinions.

Assemblyman Hom is one of the two changes in Assembly personnel in the November elections. He gained the seat of incumbent democrat, Jim Bear. The other new member is Hank Arklin of the 41st District in the North San Fernando Valley, who defeated Dave Negri in a close race. This week Assemblyman Veneman of Modesto announced his departure to take a Washington D.C. post.

Assemblyman Hom's bill indicates the peculiar lack of party lines in the helmet hassle. Previous bills have been authored by democrats. Generally the tendency is for republicans to favor letting citizens "do their own thing" and the democrats to favor government protection and responsibility for citizens. On helmets, our support and our opposition has come almost equally from both parties.

It would be good if we could say that there is no cause for alarm...we have defeated helmet legislation for the last two years. But we cannot. Every session is a new page. Committee assignments change and subtle balances shift. The helmet bill is alive, and it will be until we kill it again. California is the only major state that has not passed helmet legislation. This fact, alone exerts considerable pressure.

One of the glimmers of hope is the indication that the Federal Government, which has never yet enforced the 10% penalty on matching highway funds allowed by the National Highway Safety Act, appears to be easing up even more on the coercion applied to the states. This is in keeping with the Nixon policy of playing it cool and evaluating the Johnsonian objectives before implementing them further. It is highly unlikely that there will be any direct pressure from the federal government at this time.

Northern California Scrambles Pulls 1000 Fans For 40 Events

By Babs Chase

The Stockton M.C. gave their second big Winter Scrambles with 259 riders signing up, along with three sidehacks. Some 1,000 spectators came through the gate, braving the cold, to watch the 40 events of the day.

Starting with the high points in the 100 Amateur main Alex Jorgensen, after taking second place, was disqualified by the President of the club, his own father. Seems as though due to mechanical troubles he rode a different machine in the main than he rode in the heat.

In the 200cc novice event 52v, Mark Muscio, Bultaco-mounted, did some fancy riding in the grove and rut-plagued track, taking the lead from the start only to have the race black flagged after one lap because two men were down in the first turn. On the restart Muscio pulled a repeat performance and took a well-earned first, with Bill Cavanagh 36M, also Bultaco-mounted placing second.

In the 200cc Am event, Carl Yerby, 90E, pulled a sneak attack from second place shortly after the yellow flag was thrown and passed Don Simons 79J, also Bultaco-mounted. At the finish it was Yerby and Simons in that order.

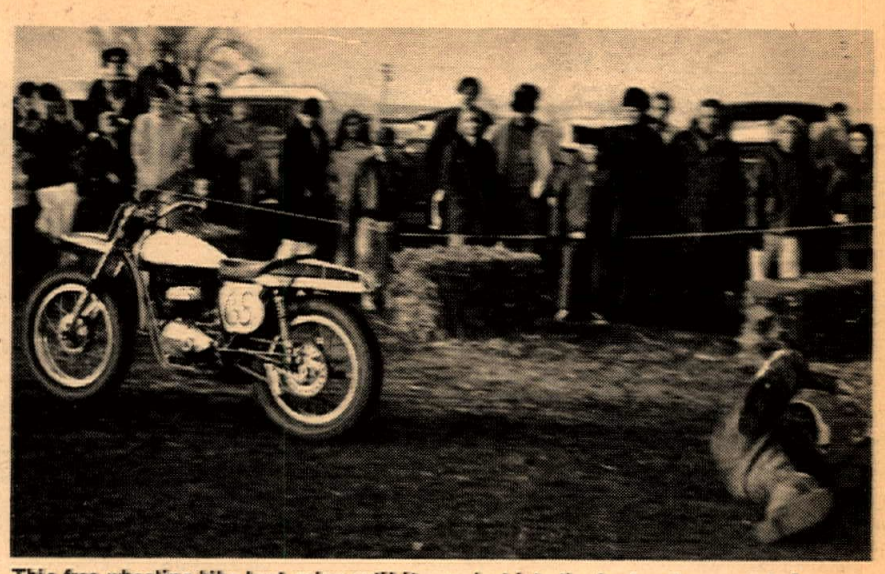
The 250cc expert main event proved to be the most exciting of the day. With Paul Johnson, the District's number one rider, and Ray Huff, the old timer and also the district number 6 rider, keeping the spectators on their toes with their nip and tuck, cat and mouse type of race. Paul Johnson, Suzuki-mounted, broke to the front early in the race with Huff close behind on his potent Yamaha. The race finished with Johnson in front, Huff finishing second.

Between the lightweights and heavyweights, we had the sidehack event. Drive Jake Singleton and passenger Maurice Holliman, Triumph-mounted, came all the way from Santa Cruz to show us good control. They led all the way to the finish flag.

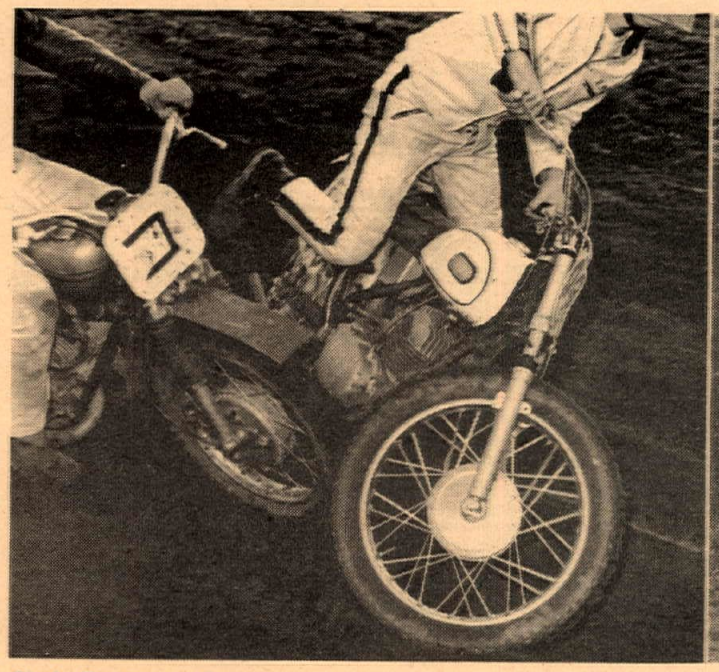
In the 375cc expert main event, Bob Grossi, Montesa, had a runaway win, pulling his usual wheelies down the rough straightaway.

(Results on page 16)

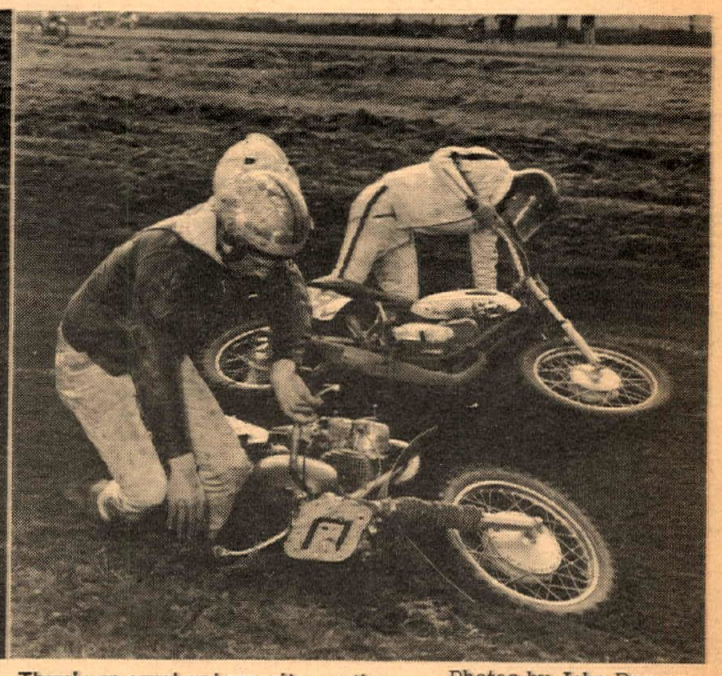
Paul Johnson, 1, making it hard for old-timer Ray Huff.



This free-wheeling bike kept going until it crunched into the fender of a spectator's Mercury.



Clunk. For every action...



There's an equal and opposite reaction.

Photos by John Ramos

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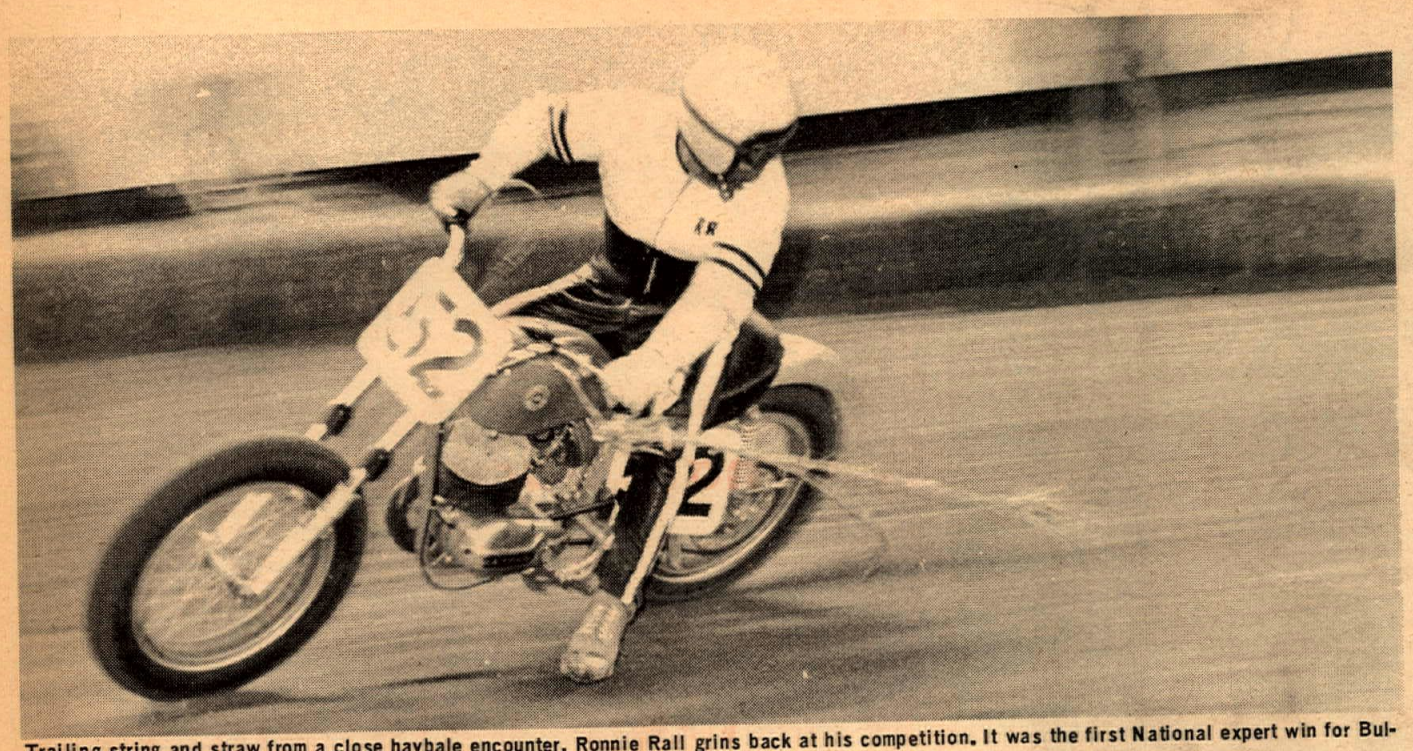
Ron Rall Outruns Markel In Astrodome, Briggs And Nixon Last



Trailing string and straw from a close haybale encounter, Ronnie Rall grins back at his competition. It was the first National expert win for Bultaco.

By Chuck Clayton
Photos by Dennis Greene

HOUSTON, TEXAS, Feb. 7 & 8 – Ronnie Rall cocked his Bultaco in a perpendicular slide, grinning back over his half-shrugged shoulder at Bart Markel, safely behind.

All around the vast Astrodome 15,800 stood cheering, or sat on their hands in varying stages of participation, as the Ohio dairyman Rall outran his favorite foe, the Michigan toolmaker.

"Ronnie's been milking all those cows," Bart uddered good naturedly, during the post race interview. "I was just lucky," grinned Rall.

Luck did play a big part, as it did last year, in deciding the AMA National Indoor Short Track Championship. Fred Nix, Harley-Davidson mounted and sporting his new national number three took a first lap lead, seeming to have the title in hand. But his bike got into a tank-slapping wobble and Fred bailed off over the handlebars in exactly the same spot where Dan Haaby lost it last year. Nix was unhurt. Gene Romero took over the lead after a bobble by Cal Rayborn.

Rall had started tenth in a 120man field. Now he was up to third, and then he followed Markel around Romero. It was Markel and Rall elbow-to-elbow in tremendous slides around the rough 1/8 mile circle, followed by Romero, Rayborn, Roger Rieman and Dusty Coppage.

Cutting so close to the pole that his left handlebar grazed the haybales, Rall aced Bart out and led the field to the checker with a streamer of hay and twine trailing from the Bultaco.

International Champ Tires Out

England's Barry Briggs was learning a lot. He finished the second semi with his tongue hanging out so far it looked like a red necktie. Briggs' spectacular, stand-up speedway style of riding delighted the fans, but it just didn't do the job. His ultra-special BSA 250 prepared by Milne Brother's in Pasadena, Cal. was capable of kicking dirt up 40 feet in the air. Afterward Barry said, "I was rooted (tired)! I balled up on the first turn, tried to pace myself and tired out."

He said he wanted to come back with a bike set up somewhere in between an all-out speedway rig and a Class C motorcycle. "I was amazed by the power (Mark) Brelsford's Harley had. It sure pulled me."

Briggs and Nixon had bumped sometime during their semi-final qualifying race and national #1's new brake lever broke off, shorting his Triumph's kill button intermittently. He and Briggs tied in a dead heat for last, and no transfer to the final.

$2,350 of the $10,000 purse went to winner Rall.

Another upset took place in the Amateur championship, and again, luck had something to do with it. In golfing terms, Dave Aldana took a 4-stroke lead over the rest of his competitors and held it. all around the course.

Favorite Keith Mashburn dropped his Yamaha's chain in the early laps, and as luck would have it, the race was black-flagged just as Keith pulled off the track. A four-rider pileup had sent Terry Sage of Stockton, Calif. to the hospital.

Referee Bill Magarani decided not to let Mashburn restart with the rest, and the grandstands protested loudly, but to no avail. Aldana piloted his Ken Noggle tuned BSA to the win with Tacoma, Washington's Squire Tomasie following him in on a Bul.

Rall's expert victory was the first national win for Bultaco. The stock looking red bike was a Sherpa S-200 model with 250cc barrels. Ask your dealer to make one for you, too!

Cemoto-east (Bultaco) sales manager Bill Dutcher reinforced his faith in his product by capturing 5th in the Amateur final on one.

Gene Romero, the third place expert, led the race one lap with his "Gary Nixon Rent-A-Cub" engine.

Briggs flew in from a holiday in Spain to set the twelfth fastest time in qualifying. One of the most likeable personalities in racing, Briggs was unable to capitalize on his style while running with the pack. "The leader controls the race," Barry observed.

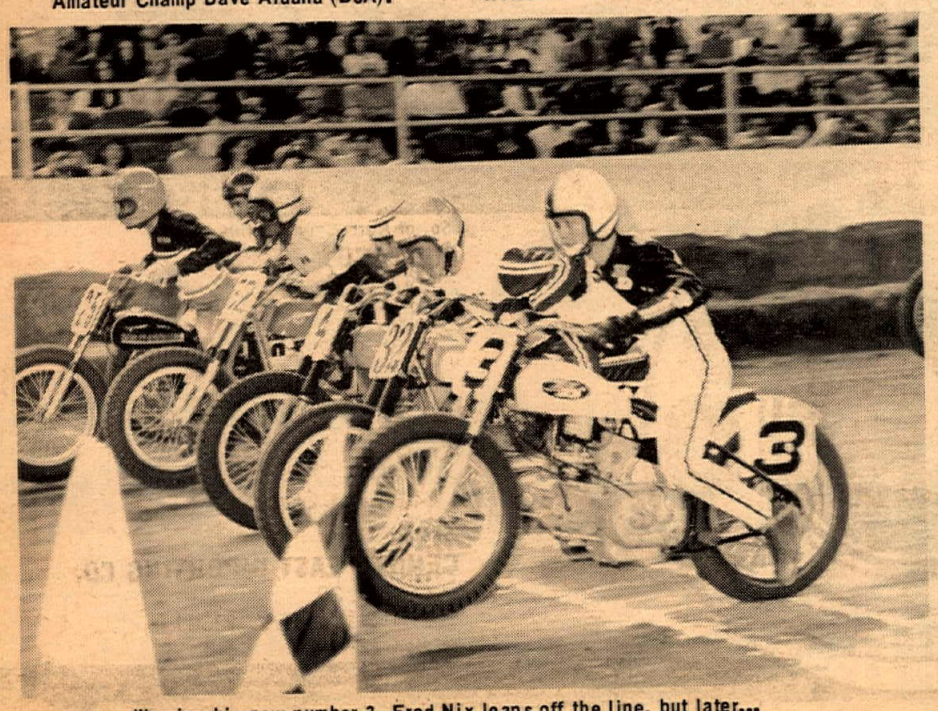
Dusty Coppage fell back in the final with a flat tire after holding second place in the early laps.

Texas hospitality and friendliness ranks with the greatest in the nation. Altogether, the Astrodome has to be the best show in racing.

(Results on page 16)

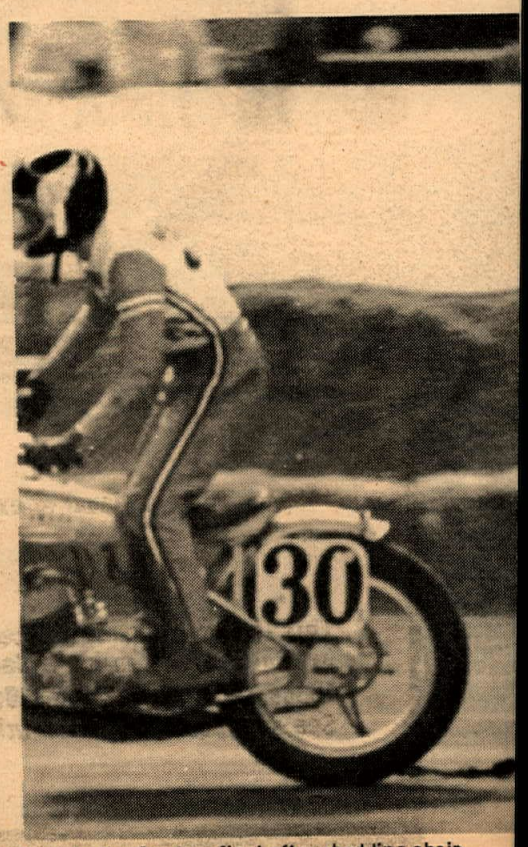
Amateur Champ Dave Aldana (BSA).

Hometown favorite Harold Slater took 6th.



Wearing his new number 3, Fred Nix leaps off the line, but later...

Above: Ohio rider Frank Humphries bails off his Bultaco in a controlled crash.



Left, riders and referee discuss letting Mashburn back in the Amateur final after shedding chain (right) before the restart. Ref said no.

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AMA Short Track National Championship, Houston Astrodome, February 7, 1969

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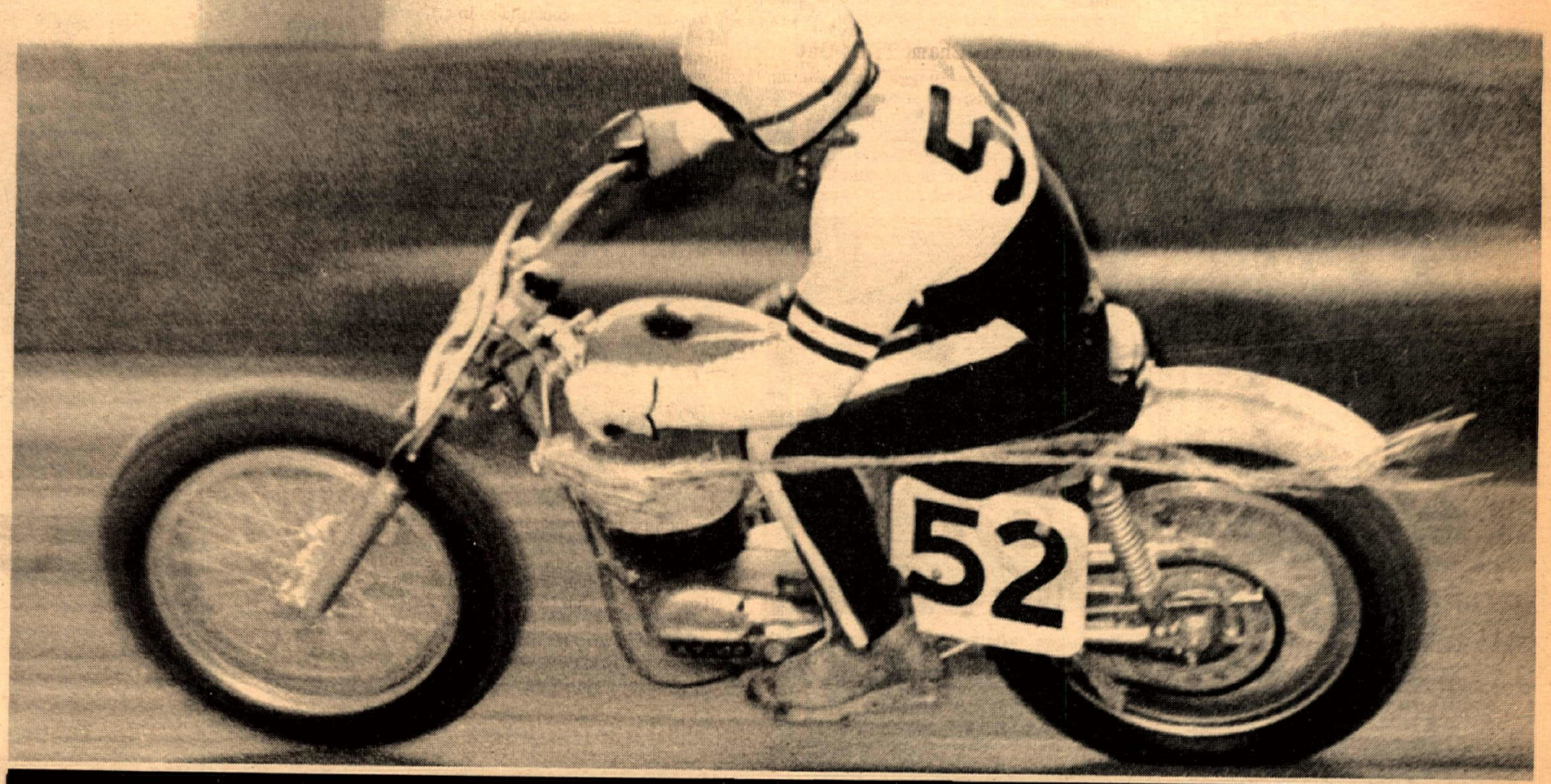

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Houston TT National To Skip And Mash

By Chuck Clayton

Mert Lawwill leads the second Expert heat on a merry chase. 15y Paul Bostrom placed a close second to Mert at the finish.

HOUSTON, TEXAS, Feb. 8 – After the excitement of the short track show the night before, it was hard to believe that the TT could cap it. Expert Skip Van Leeuwen and Amateur Keith Mashburn were heavily favored to win their respective classes after setting fast time in qualifying. But the estimated 25,000 spectators got their climax in a thundering pair of finales that brought every fan to his feet.

The immense Astrodome was decked out in its finest regalia and ABC TV's Wide World of Sports was there to capture the action on videotape to be shown later this month.

Van Leeuwen skipped to the lead in his preliminaries, as did Mashburn, by a mile, both on Bonneville. Speculation as to what bike worked best on the diminutive indoor TT course was soon put to rest. It was clearly a big bike course. The Harley-Davidson team elected to run 350cc Sprints and it was the first time in history that Triumph cubic inches would beat itty-bitty Harleys. But Van Leeuwen's national win came not without a tussle.

Mark Brelsford, the hot new 20-year-old Expert riding out of Sonny Kenyon's California shop on a Sprint tuned by Mert Lawwill, just about reigned on Skip's victory parade.

The national field bombed off with Skip in front, followed in a bunch by Dusty Coppage, Brelsford, Dallas Baker and Sonny Burres. Skip and Dusty nerfed on the jump and the favorite nearly landed in the haybales.

From laps three to five Coppage, Brelsford and Van Leeuwen toured in a 3-headed, 6-wheeled clump, out of which emerged a new leader, Mark Brelsford on the most powerful 350cc single in the world!

Skip got around the Harley on lap six of the 20-lap national and slowly put distance between himself and Brelsford. Meanwhile the race was between Coppage, Paul Bostrom and Montesa-mounted Eddie Mulder. Bostrom missed a shift on lap 12 and Eddie got around to put the 360cc in fourth place. It was the only 2-stroke in the national lineup. On lap 14 Bostrom's Triumph retook the Montesa. There was very little passing in the race.

At the finish, Skip had his win in 10 minutes and 33 seconds, Brelsford proved himself in second and Dusty Coppage, third place, said the short, tense race was, "worse than riding the desert!"

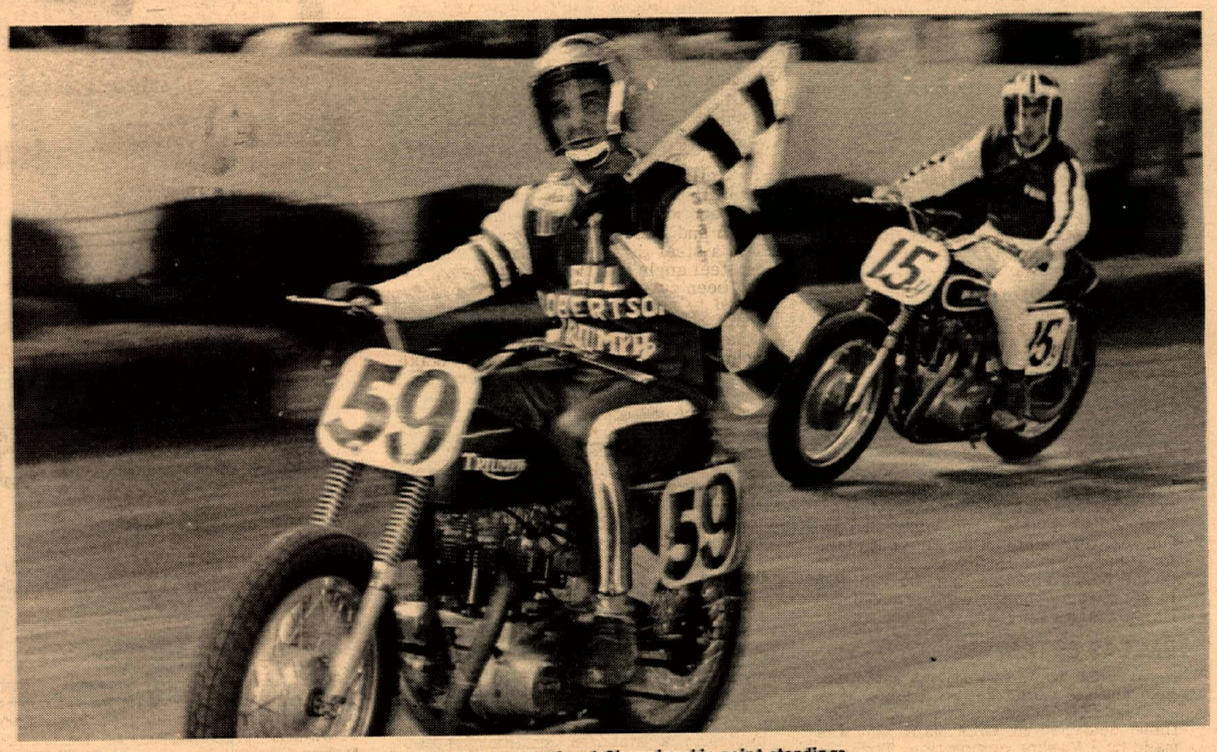
Most of the action took place in the Amateur TT program. Starter Red Moseby had a curious starting style. Once he threw his flag at the riders, looked like he was going to follow it, and the entire field stacked up on the starting straight.

After two tries, the Amateur final got going with Mashburn out front and lengthening his lead. Dicing for second place were Triumph-mounted Jim Thomas and Royal Sherbet and Bill Eves on BSA's. These three should provide some fine competition for Mashburn in TT's to come. Eves had won his heat race in spectacular style earlier, as had Thomas. Sherbet repeated his second heat place to Mashburn in the final, getting by Thomas in the last laps, but unable to catch the Coppage-tuned Triumph of the Amateur Champion.

Van Leeuwen collected $2,000 for winning, plus $180 for the 18 laps he led, plus $100 for setting fast time. The Amateur winner's purse was not disclosed. Van Leeuwen's Triumph was tuned by Sonny Angel.

(Results on page 16)

Leapin' Keith Mashburn made up for his disappointment the night before.

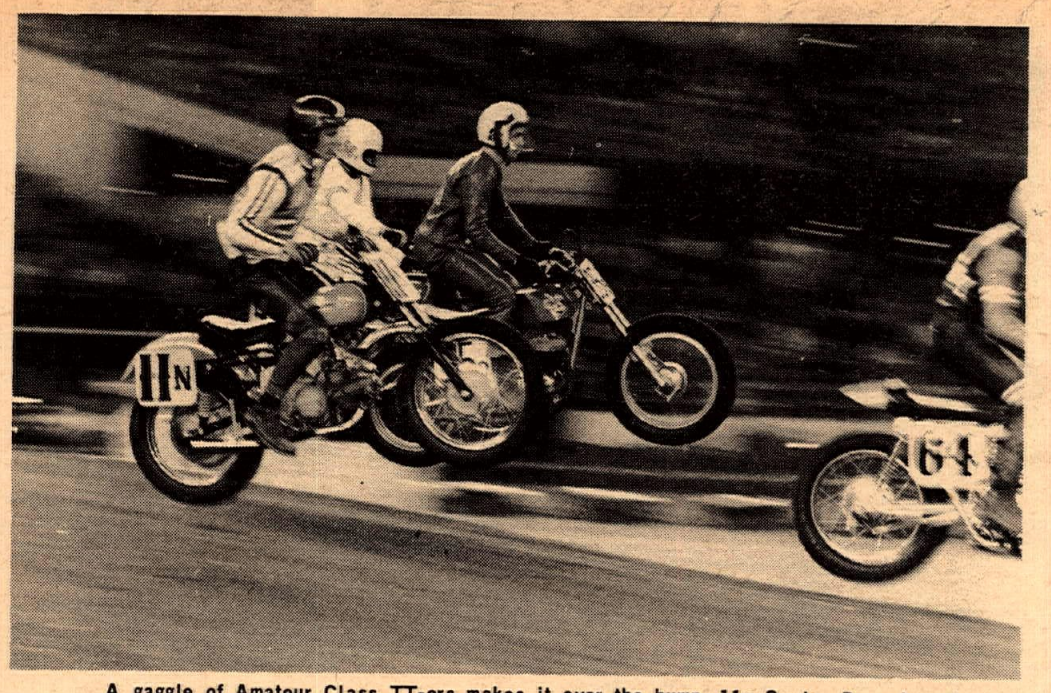


Skip Van Leeuwen's win puts him at the top of the 1969 Grand National Championship point standings.

All a-blur in their quest for speed, 30-year-old Skip needed all his experience to fend off new national number 87, 20-year-old Mark Brelsford.

Brelsford, left, Van Leeuwen, center, and 3rd place Dusty Coppage will be featured in the winners circle on ABC tv's Wide World of Sports.

BACKSTAGE AT THE ASTRODOME



A gaggle of Amateur Class TT-ers makes it over the hump. 11n Gordon Dusenbery is from Wichita, Kansas.

Astrodome Interviews

Interviews by J. Lacey

MIKE JABLINSKI – Photographer

This is Jay Lacey at Houston's Astrodome – Mike, tell me what do you think of this track? It is a nice dirt track, but in the second turn there are some pretty bad holes that they said they were going to take out but haven't. **Are you taking pictures for yourself?** Yes, I am doing mostly some free lance photography.

RONNIE RALL

Ronnie, are you still living in Mansfield, Ohio? Yes. **Still farming?** Yep. **What have you done over the winter?** Just milk cows. **Come on, what else?** That's it. **Have you done any indoor riding during the winter?** No, not much I just ride in the hills to keep in practice. **What are your plans for '69?** Oh, I'll just stay around home in Ohio and ride the dirt tracks. **Are you going to make many of the Nationals?** A few. **Daytona?** Oh, yea.

MARK BRELSFORD, the New National Number 87

How did they decide on that number, did you have a choice? No, I just received it in the mail. **Were you surprised at all?** Well yes, kind of. **Did you think you might not get the National Number?** Well, I had doubts. **And you're happy?** Oh, yes, very happy. **What are your plans for 1969?** To ride Harley all season and do the best I possibly can. **Do you plan to get that National Number One plate?** I have dreams for it.

DALLAS BAKER, 50x

Give me some information about the bike you are riding tonight Dallas. It is an Ossa 250 and the frame is a special frame designed by Dick Mann and was made by a Yankee corporation. Today is the first time I have seen or ridden it, and it has a lot of power and performs real good. **Can anybody buy these frames, or do they come with the bike all complete like this one?** No, not yet, this is about the third frame made so far.

SQUIRE TOMASIE, Fastest Amateur Qualifier

Squire, did you find a groove out there that was better than anybody else's? No, just the superior handling of a good Bultaco. **Strictly that?** Yes. **This is your first trip to the Astrodome, right?** Yes. **What are your plans for 1969, your amateur year?** To win I hope!

EDDIE WIRTH

Eddie, you told me already you had nothing of further interest to say, so tell me what are you riding tonight? A Sprint for tonight, but for the rest of the season a BSA at all the Nationals. **Are you going to try this mainly because of the rule change?** It has a lot to do with it. I am better off now with the bigger engines and more horse power.

FREDDIE NIX

You won your heat race, and Semi, and you had the short track title in the bag. What happened? Well my tire got into my front fork where I had a piece of rod sticking down for the fork damper that I usually cut off, and it hangs about an 1½ inches down. When I hit that big hole the tire got into it and momentarily locked up the wheel and down I went.

JIMMY ODOM

Jimmy, I notice you are wearing glasses this year, how come? You didn't have them last year. They certainly help me a great deal when riding, but most people develop a complex about glasses. They really don't bother me any more. **Can you tell us what your plans are for this 1969 season? Whose rigs will you be riding?** My own and mostly in the West, and ride a Harley for the half miles and a Tri for the TT. Maybe a Sportster, but I am not sure yet.

NEIL KEEN, National Number 10

Neil, you crashed out there when you hit the gate, just what did you do to your machine? Well, somebody fell down and I tried to go around and there was a steel gate that had a 4 inch piece of steel angle iron welded on it that had not been covered. When I saw it coming, I had to get off to keep from hitting it with my face; my machine skidded into it and bent the frame. **And this is a Sonic Weld Frame?** Yes it is. **This brake on the rear, is this your invention?** No, this was made by Howard Barnes who makes the wheels for us. It is a kit you can get that is interchangeable and reverses. **What does that sell for?** Oh, about $49.50, well about $50. **Did you find yourself using that brake out there?** No, I simply put it on because the rules had been modified to allow you to use brakes and I didn't know whether the other fellows would be using them or not. I put the brake on and, of course, it makes for much safer riding around the pits but for as it being an advantage while you are actually racing, I don't say that it was. There are some race tracks where it would be a definite advantage in case of an accident. **Is this a Standard DT-1?** Basically, yes. I made a couple of small modifications, it is basically a standard ignition system. **Aren't you selling these frames?** Yes, I am a Mid-West distributor for Sonic Weld and the Track Master Corporation who make racing frames. The two men who were running the Sonic Weld have recently split up but Kenney Warners is still running the Sonic Weld Corporation and is still making the same products he always did. Ray Hensley has a new business and they make two different kinds of frames for Harley Sprints. **What do you mainly do in your off times?** Just get ready for the next racing season and I have done nothing but race for about four years now. **What about the 750cc limit, what do you think?** I have a different opinion than what I had at first. Of course, all the riders on the AMA Board of Directors and the Competition Congress were against any displacement change and any formula change because of the fact that our primary interest is to look out for the riders welfare and we did not feel it would be the best thing for the riders to obsolete a bunch of equipment they already had. However, we were about to the end of the road with the 500cc machines. The trend in retail sales, of course, to the larger rather than to the smaller machine, and it is a more logical procedure to go to the 40 cubic inch machine rather than the 30.50. **Were you here last year, Neil?** Yes I was. **Do you feel the track is in better shape or worse?** For the races it is better, however, for the trials it was worse I would say than last year. **I notice they don't have the five turns as they did have last year.** A track should be symmetrical as far as the race is concerned, but for some reason or another they still insist on having a point in the race track on the other end and the track at this end of the arena is too round in relationship to the straightaways. It is difficult to gear a machine properly and it is difficult to give a real good race show because of the shape of the track. It happens that it has to be elliptical and of certain proportions for a very definite reason, so that you can have a course which is proportional to the speed you can get on the straightaway. All race tracks are shaped like that, and every now and then you find a track where somebody thinks a new shape may be better, but it isn't.

GARY NIXON, National Number One

Gary, you have been eliminated via the Semi – are you disappointed? No, that is just racing luck. **What happened?** Well, Barry Briggs ran into me and broke the brake lever, which was just one of those things. **Did your brake stick?** No, it broke the lever and the lever flapped around and hit the kill button to make it short out. It took me about four or five laps to figure out what was happening. **I see. How does the rest of the season look for you, strictly all the Nationals and are you going to try that Number One again?** Oh, yeah with the new rules we have a pretty good chance on the dirt track now with the 650. **You are strictly in favor of that?** Yes, it makes it a lot more even. **Were you one of the representatives at the AMA meeting this year?** I didn't get elected.

DAVE ALDANA

You have just won your first National Amateur race, how does it feel? All right. **This was your first National ride as an amateur.** Yes it was. **How do you feel?** Really excited! **When did you know you had it won?** When I got a checkered flag. **Would you have liked to have seen Mashburn dicing it up with you?** Yes, it makes it a better race for everybody.

4-Time world speedway champion Barry Briggs more than made up for the bad impression one of his road racing countrymen made at Daytona last year. He was tied for 12th fast qualifier in short track trials, "I learned a lot," said the likeable Londoner.

DICK MANN

Dick, you have been a good sport throughout the years and have been a National champion – do you have any good words for us? No. **What are your plans for the rest of 1969?** Well, at the rate I am going I'll starve to death.

SKIP VAN LEEUWEN AND SONNY BURRES

Both of you have won your heat races. Skip, you had the fastest heat race so give us a good word on what you think of the track. It is a little slippery than I like to see it, but you just have to gas 'em. **Mr. Burres?** Well like Skip said it is slippery. **Both of you fellows have your gearing like you want it?** "Yes." I (Skip) sure don't want to change it any more. It looks like a Northwest TT.

JIM RICE

We are speaking with Jim Rice, number 80y. Jim, this is your first TT after becoming an expert. Do you have any good words, sad words or what do you have to say for yourself? Well, I think it is going to be a rough year. **It always is when you are going from amateur to expert. Bruce Anderson, what do you think?** Well, I think I have a lot to learn; all you can do is do the best you can and learn from the guys who are the best. It takes time, and you have to keep plugging away at it. **Jim, you made it to the Semi and now you are eliminated, what was your trouble out there?** Just before I went out to the Semi, I looked at my rear wheel and it was flat. This was the only new Pirelli I had, so I had to put on a K-70 which didn't work too well.

EDDIE MULDER

I see you are on a Montesa tonight and are in the Main event. Where were you last night? I was setting on the line waiting to qualify and burned a hole in the piston. **What did you do over the winter?** I did some stunts for the movies and it pays real good. **What are your plans for 1969?** Just to have a lot of fun and enjoy life. **Do you plan to go to Daytona?** I don't think so. **Are you planning to make any of the Nationals this year?** Only the close ones. **If your home still in Burbank?** Yes.

DUSTY COPPAGE, National Number 32

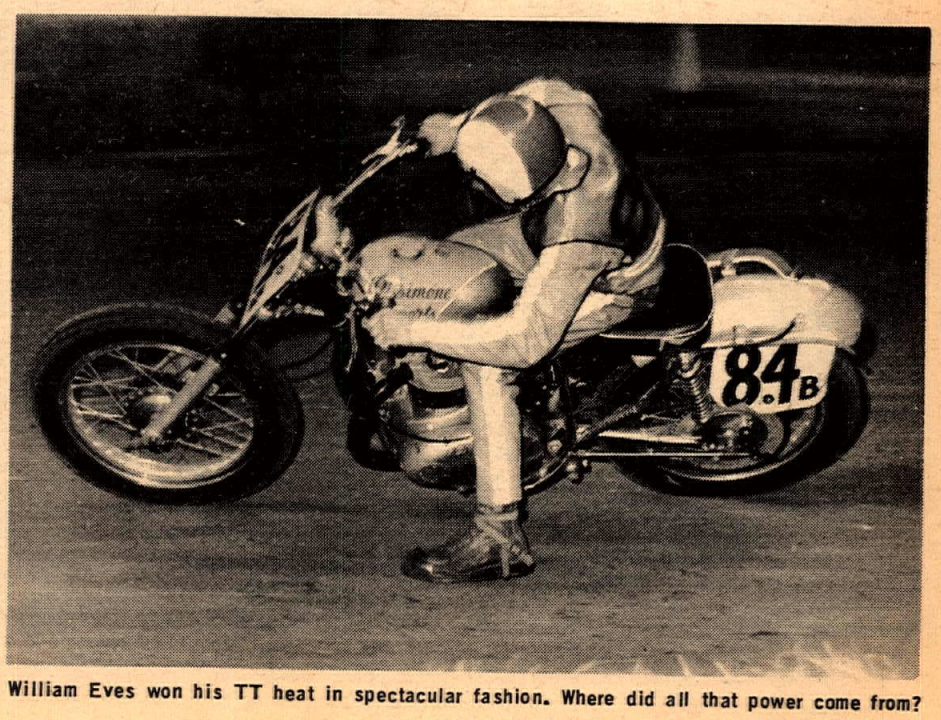
Dusty, how do you like the track tonight? Better than last night. **Does it remind you of a Northwest TT?** Well sort of. It looks like we have a good crowd tonight. **How do you feel physically?** Pretty good I guess, and loose.

MARK BRELSFORD

Mark, you are really hauling that Harley around tonight, how is it doing? Fantastic, just fantastically! **You are really looking good out there – are you up mentally and physically for this Main event?** Yes, as long as Mert Lawwill keeps pumping things into my head. **What has he been telling you?** Just to make the Main. **I think you have a front row start.** I sure think so.

KEITH MASHBURN

This is the first time as an amateur you have been in the winner's circle at a National – how does it feel? Better than last time. **Did you have any plans for the race tonight, other than just going out there and getting it on?** No, I just wanted to go fast because it is a pretty hard track and tough to pass, and I thought if I got the scratch I could hold it.



William Eves won his TT heat in spectacular fashion. Where did all that power come from?

Crowds And Mud At Elsinore

The mud problem.

By Wayne Flemington

ELSINORE, Cal., Feb. 9 – Nobody knew for sure until three days later, but the new computer scoring system finally came up with Gunnar Lindstrom as overall heavyweight winner of the Elsinore Grand Prix. He rode a 360cc Husqvarna.

That man on the track with the sign "Wipe Your Plates" was trying to make it easier for the automatic camera to get lap information.

Last year, the little ladies with their pencils tried to keep up with the over 500 bikes in each race. This year there were even more bikes, both for the lightweight race Saturday and the heavyweight race Sunday, so the Gripsters M.C. set up the camera and rented time on a computer.

By next week we'll have the lightweight results, and full coverage on that race.

Triumph took one-two-three in each of the three open classes: expert, amateur and novice, with Mike Haney, R. Forrest and D. McDonald riding.

The race was difficult for two reasons – the long miles of deep mud in the back course, and the crowd in the streets of Elsinore that always threatened to spread inward, like a telecoping tunnel, discouraging riders from passing or sweeping wide on the curves.

The faces of the riders looked strained as they came by. You could this even through the mud caked on their faces, with holes for eyes and teeth like coal miners after a cave-in. The leathers and machines were brown with the mud, even where the colors had been so bright before that you thought they couldn't be dulled.

The riders were tired. Many weren't going all out; maybe it was because they were resting after the run through the mud, or maybe they'd seen too many quick figures darting across the street course.

Past where we were standing, the bikes turned sharply in the dirt between two trees, or swept wide around them. After 200 yards of dirt there was pavement again, and a right turn over railway tracks. Between here and the long stretches of dirt and mud there was only one curve, so riders who had the power turned it on, and did wheelies over the next gentle hill.

The mud was of the legendary variety. In the back course there was red mud so deep you just couldn't get out without help, if you got stuck. All day long the four-wheel drive vehicles and dune buggies pulled out bikes, and where they couldn't get to this was done by many pairs of bare hands.

Probably only one rider in four got through the 12 laps. Back by the river, after the fifth lap, there were about 30 riders just standing around by bikes that wouldn't start.

One person in the crowd was hit, a girl who ran across the street near the hotel. in front of a rider who couldn't avoid her. They red-flagged the race and pulled her to the side of the road where she lay very still until an ambulance came; but at the hospital she refused to be treated and just drove home with her husband.

(Results on page 16)

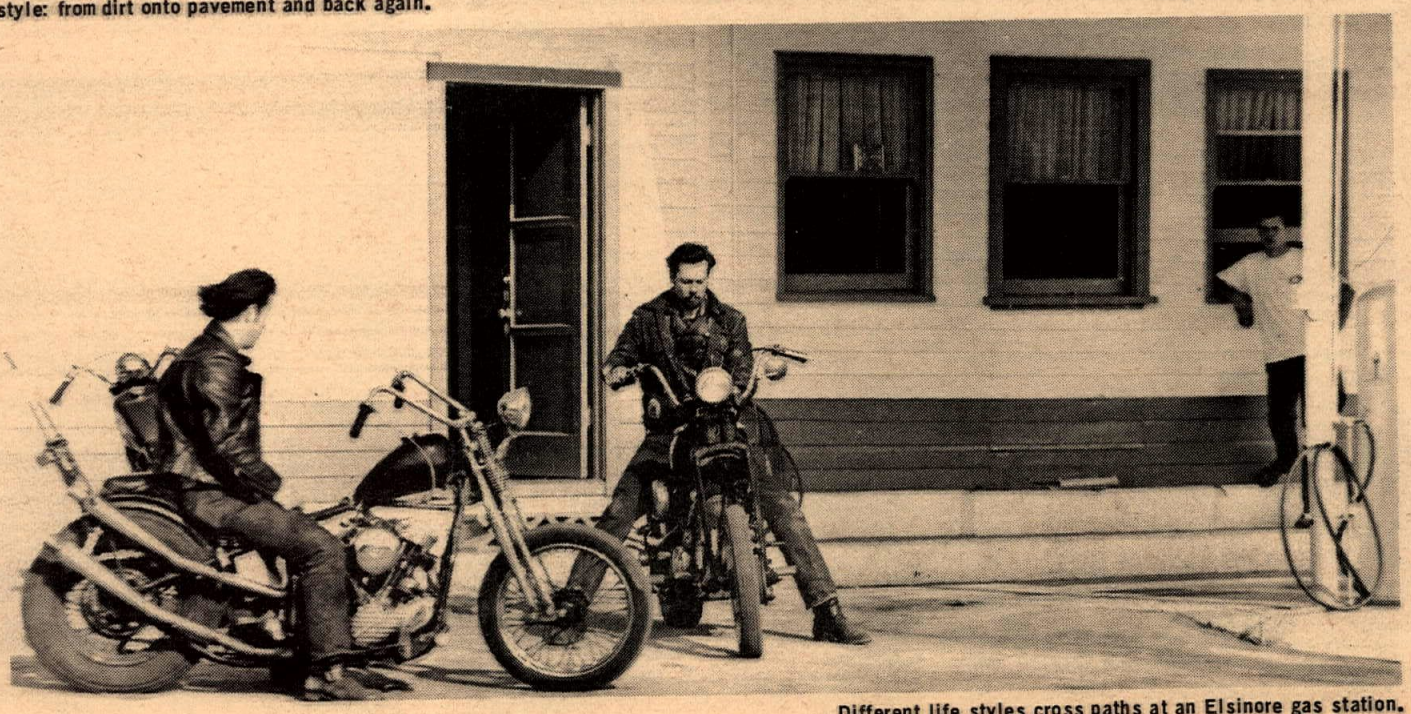
Family day at Elsinore

Everybody day at Elsinore

Grand Prix style: from dirt onto pavement and back again.

The mud problem, plus friends.

A good race, on the whole.



Different life styles cross paths at an Elsinore gas station.

Too sweet to be afraid.

The people problem

Pretty fan day at Elsinore

Photos by Flemington and Maureen and Gene Lee

Sidehackers

Zig-zag-zig through the fast part.

The town kids try it for themselves.

The mud problem, with body English.

Two racers, a rider, and 20 fans.

John Hately Jr.

These Mexican boys aren't exploding with enthusiasm.

The Lightweights also had the mud problem. Story, pictures and results **NEXT WEEK**

1969 AMA Grand National Champion Point Leader – Skip Van Leeuwen (Triumph) 53 points.

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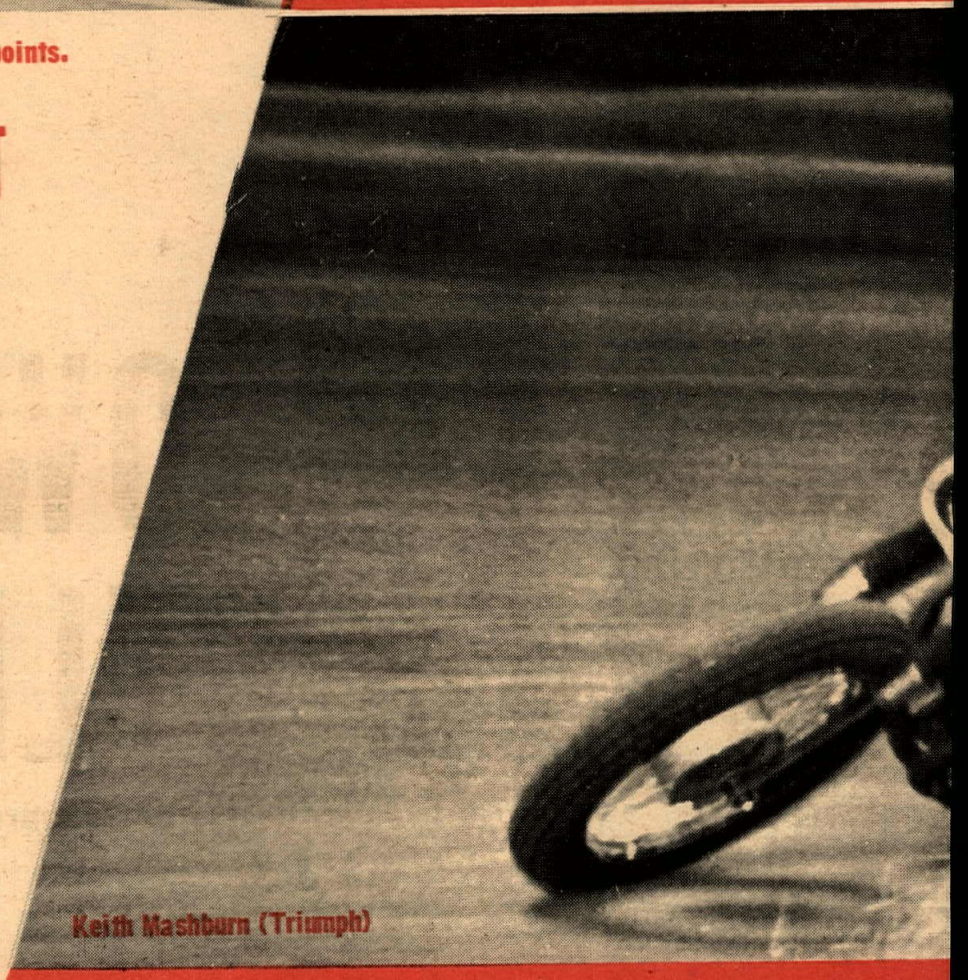

Keith Mashburn (Triumph)

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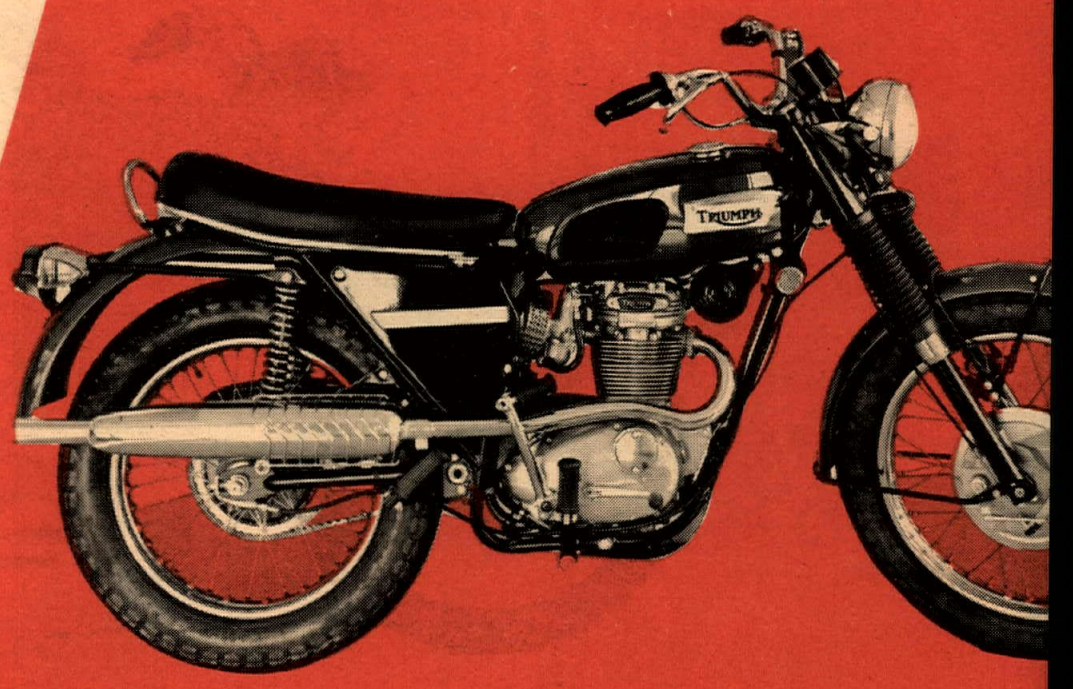

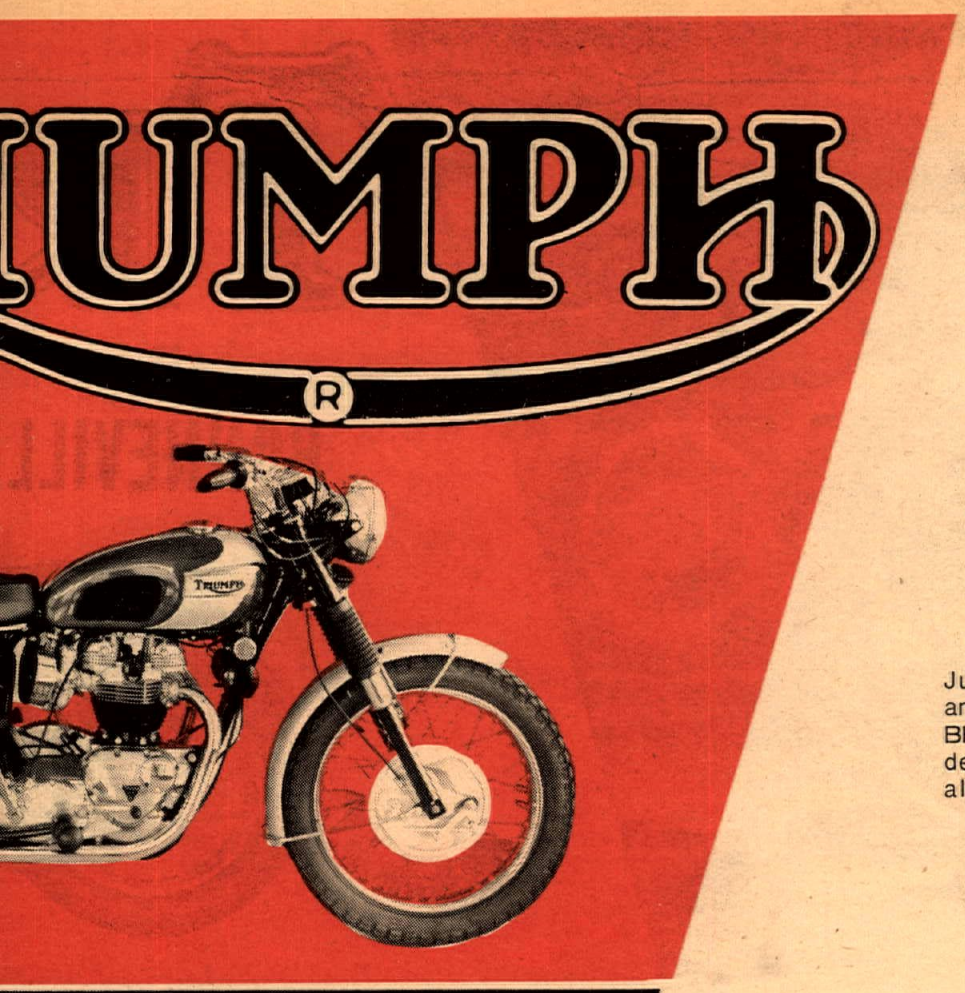

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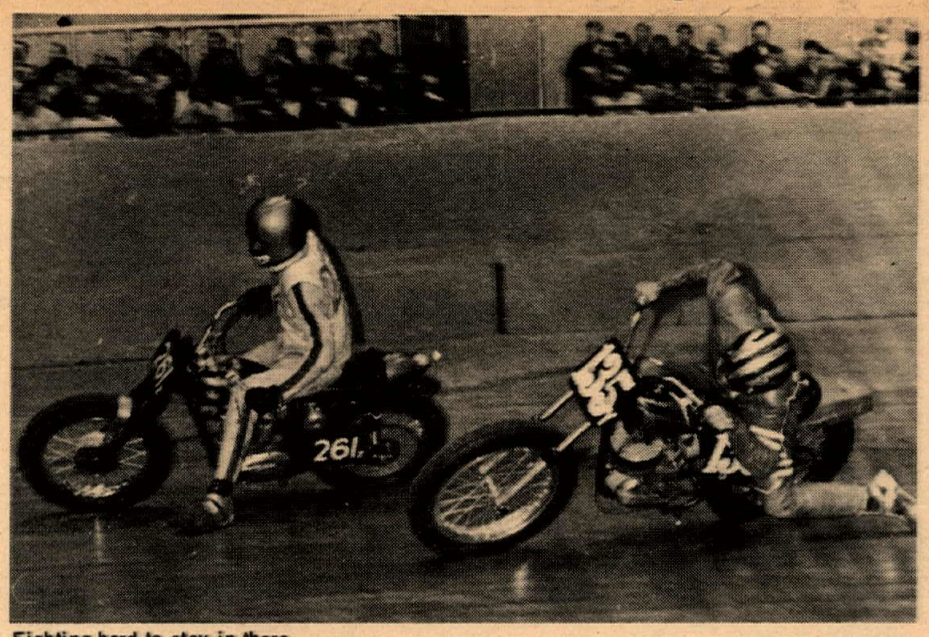
Foley Sets Cow Palace Lap Record



Fighting hard to stay in there.

Story and Photo by W.H. Spencer

SAN FRANCISCO, Cal., Feb. 7 – With most of Northern California's hot shoes at the Houston Astrodome it was anybody's race here at the San Francisco Cow Palace, with point leader Chal De Cecco as the most likely to succeed.

The nine qualifying events were relatively quiet. This system appears to be a vast improvement over the time-consuming time trials which never seemed to be right anyway. It looks like this system will carry over to the TT's and half-mile events.

The first of four heats was won by the veteran San Francisco Road Racer Bill Lyons. His H-D appeared to have it all wrapped up for the night as he won his semi and had a beautiful start in the main. Chal De Cecco was pressing him into the turns and did take over the first spot for a few laps.

The bomb fell in lap six when oil made things virtually impassable. The first to fall was Allen Kenyon, 88y. The Cupertino Crusher was making his first indoor appearance and doing a wail of a job in third position until he hit the great oil slick. After that it was like the Keystone Cops on a skid pad. De Cecco, then leading, fell and second place Lyons fell right behind him. Then Rapid Ralph Waldeman went by unnoticed, except for the official scorers. Starter Les Morgan didn't give him the checkered until a lap later. This was forgiveable because of the oil track conditions.

The only other spectacular happening was in Jim Foley's heat race. When the green flew young Allen Kenyon had the lead, all the way from the outside, in the first turn and Foley obviously didn't like this. So in lap three he pressed the brand new novice and passed him. This was quite a challenge for the #2 District 36 Champ. The six-lap event was so fast it turned out to be a new lap record of 57:75 sec. This beats the December record set by Mark Brelsford chasing Nick Theroux.

The action will be hot and heavy again in seven days as all the California hot dogs will return from the Astrodome.

(Results on page 16)

Rayborn, Carlson Hurt

Proof again that the most dangerous part of motorcycle racing is the trip home from the track came last week when a van carrying three California riders back from the Houston Nationals collided with a park car near Abeline, Texas.

Injured were Cal Rayborn (broken collarbone) and Sid Carlson (broken feet). Jim McMurren and another passenger were shaken up. It remains to be seen whether Cal's injury will keep him from defending his 200 mile National title at Daytona in March.

COOLEY'S COLUMN

By Wes Cooley

It just goes to show you that one should never try to predict the outcome of a motorcycle race. Since our column is now being published a week later, most of you probably have already read what happened to four-time world champion Barry Briggs in Houston, Texas. One must remember that the machine Barry was riding wasn't exactly a speedway machine and I also think he was under a great deal of pressure to do the best he could since it was the first time he had participated in a really large event in the United States.

However, I don't think anyone has to make excuses for Barry, and he, least of all, would be one to make excuses. Having been four-times world champion he certainly should not have been nervous at this event. We do hope he had ample time to practice on this machine and become familiar with it. So, it just shows you that even if you are one of the best in the world, you can still end up in last place.

I hope this does not discourage Barry or any other European champion from coming to the United States, and I hope before there are any derogatory remarks made by members of the press or members of the motorcycling fraternity that they will bear in mind that at any time problems can arise to cause the best to look their worst.

We hope Barry will have an opportunity to stay in the United States and participate in some of the coming speedway events this winter. I'm sure the riders will benefit a great deal by participating with Barry, and he should add a great deal of color to the show.

I'm sure I am not the originator of this statement, but it is very peculiar that in our society the females feel they must have the last word, as evidenced by a recent column in this paper; and for the time being, we will let it ride as just that.

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Trip To Hawaii

The 3rd Annual San Francisco Cycle Show, Cycle '69, is offering a trip for two to the Hawaiian Islands for the owner of the most popular cycle entered in the prize competition. Generous awards will be given in the Custom classes, Classic & Antique classes, and Competition or Racing categories, as well as Novelty machines.

The trip to Hawaii for two will be awarded to the bike receiving the most votes by the patrons of Cycle '69 regardless of what class or category it is competing in. "The Peoples' Choice" award will be in addition to trophies and merchandise awards in the individual classes.

Motorcycle clubs should note the special 'Man-Miles' trophy, which will also be awarded. Clubs should check into the AMA exhibit upon arrival at Cycle '69.

Opening day for Cycle '69 is April 2, Wednesday and runs through Sunday April 6. The annual show is held in the underground exposition complex, Brooks Hall, in San Francisco's Civic Center.

Entry information can be obtained by writing to International Sport Cycle Expositions Inc., P.O. Box 5945, San Francisco, Calif. 94101.

Scrambles Ref Meeting

There will be a meeting of the District 37 Scrambles referees on Feb. 26 at Poplar St. playground in Burbank, Cal.

Scramblin' Around

By Maureen Lee

We scrambled (or maybe the word is sloshed) around Elsinore for two days this weekend and, in spite of the muck and the mire, it was a blast and want to tip our hat to the Gripsters. They put on one heck of an event and after all it wasn't their fault it rained so much the same week. We saw most of the course and challenging it was and no, we didn't ride it...call it chicken if you will, or smart...but there are some events that just aren't cut out for little old ladies from Long Beach! One star rider told us he didn't think women should ride such events, but the gals who did ride did right handily for themselves although there were progressively fewer of them as the laps mounted. The one we remember most was Patty Domay of the Red Dots sliding through a turn in town, looking serious but relaxed in spite of all the mud on her.

The scramblers didn't do too badly against the desert group (I'll make up some excuses for "my" group) but it's obvious that they tired faster and their bikes couldn't take the pounding like the desert rigs did. But still, an awful lot of them finished, some two days straight. The sidehacks were a blast and it was funny to watch the slightly stunned looks on spectators faces when they came by. It was obvious some had never seen a rig before.

We're sorry that as of now the hacks won't be running at Ascot anymore, and hope this situation changes. The Association worked very hard to get their professional rules going and their appearance at Ascot (matching leathers, etc.) was a credit to the sport, but it seems the management doesn't think they bring in enough people to warrant the $150 purse and the $25 AMA sanction fee for each TT. We'd like to bet that just friends of the backers alone pay in that much.

Scenes At Elsinore

Things we noticed about our group... John Rice getting stuck in the mud Sunday (it was bad) and then after getting his Maico re-started throwing rooster tails of mud in the air trying to dig out of the hole he'd sunk in...Ben Fakkeldy still up and running on the last lap but looking mighty tired...Willie Hockie Jr. jumping his Ossa over the hill in town, on the pavement yet...John Kavanaugh finally retiring with his Triumph on one cylinder ...the two racers who shall remain nameless but who had just negotiated a right hander in town, with the little 100cc getting through ahead of the faster 250, and then almost getting nailed as the 250 got mad, turned it on, almost sideswiping the tiddler and showering him with dirt ...wish he'd turned his head to see the rude gesture he received from the tiddler rider...Chuck Minert gave it a real good go and played it real cool in that mud stretch, we just hope he finished because it looked like he was up in the front runners ... we're happy "Feets" will carry the first ever number 1 motocross plate this season because he's a guy who could win the scrambles number 1 any year he had the time and wanted to make the effort to do it...and thinking of BSA and BSA riders, keep an eye on that Rickman Metisse with the Weslake conversion if you're thinking of a new scooter and don't want to go two-stroke. Sure, Derek Rickman was on it Sunday but the beast is fast and you don't have to be champion European to turn on the throttle...it was ignition that put Derek out while running second over-all.

Anyway, Elsinore is all over now except for the results, which will be hard to work on due to the muddy plates. The next big race to look forward to is the Viewfinders Grand Prix. Hope they run it through the barn again!

The big motor is in its element on the freeway but it looks all right right where it is.

Trident Is Brutish 130 mph Bike

Story and Photo by George Martin

If a $1700 price tag doesn't shake you up too much and you want a motorcycle that'll do nearly 100 m.p.h. – in third gear – trot down to your neighborhood Triumph dealer and have a look at the Trident.

This is Triumph's superbike, England's three-cylinder answer to Harley Sportsters, and the fastest stock motorcycle I have ever ridden.

The Trident is a mean, brutish motorcycle that accelerates like a missile from the world's biggest slingshot. When these things start showing up in quantity on the roads, there are going to be quantities of very surprised Corvette drivers around.

I rode a Trident last week courtesy of J & K Cycle Inn in Richmond. Expecting a very tight motor, I came down hard on the kick starter and found the thing turns over like a two-fifty. You need a quick kick, although not a hard one, and the three-cylinder motor fires immediately.

Having promised a beautiful lady from Marin County a ride on the Trident, I motored sedately through downtown Richmond and up to the San Rafael Bridge tollgate, where one is forced to part with 75 cents. Then, looking about and finding the bridge area free of the minions of the law, I decided to see how long it would take the Trident to achieve the legal speed limit on the long, straight, traffice-free bridge.

A big handful of throttle got the machine off the line like a shot. Grabbing second, I felt my backside begin sliding along the neatly upholstered seat. As I moved my foot to get third gear, the wind tried to tear it off the peg. I won't even mention about fourth.

The Trident is billed as a 130 m.p.h. motorcycle. I doubt that the machine will do that off the showroom floor, but it will get very close, so close that your cheeks bubble out in the wind and holding onto the bars becomes quite difficult.

Big Dual Seat

At extremely high speed the Trident gets a funny waving thing going in its front forks. Tightening the steering damper helps, as does hauling yourself forward, way over the gas tank.

Riding double out the Coast Highway soon revealed the Triumph's virtues and faults as a touring machine. The bike weighs 470 pounds, and is not the sort of machine that whips through tight bends with gay abandon. Handling in very curvy sections is somewhat sluggish, in fact.

But when the road loosens up a little, the tiniest pull on the throttle gets you up to 65 and beyond, effortlessly.

Vibration is minimal, and the big dual seat is a delight. The day we had the Trident was right after several days of rain, and the coast was clean and beautiful. Sea birds were feeding in Bolinas Lagoon as the big blue Triumph roared past, and several times flocks of sparrows and other small birds feeding at the roadside surrounded us as they took off, frightened by the machine's exhaust note.

At Point Reyes Station we stopped for lunch, then headed north to the little town of Marshall on Tomales Bay, where we left the coast highway and headed inland, through the beautiful dairy farming country of northwest Marin.

A narrow road, often wet by freshets from the recent rains, made the going slower. I found Trident's engine to be quite flexible and it behaves well even at lower speeds in top gear, as long as the tach shows about 3,000 r.p.m.

The three-cylinder has the same two-leading shoe brake Triumph introduced on its 650cc twins last year.

The brake pulls the bike down from speed quite well. I wasn't riding hard enough to report on its resistance to fade, however. The Trident is a big motorcycle and its weight will generate quite a bit of brake heat when a rider really pushes things hard.

There are several well thought out features on the Trident. A neat little oil radiator is positioned just under the gas tank. We may see many riders of 650 twins putting those on their motors for racing and hard riding in warm weather. The tach and speedometer are neatly mounted in a rubber shell, and the horn has a jaunty note to it. The Trident's 60 horses make big demands on tires, rear particularly, and Dunlop has come up with a rounder profile, "semi-triangular" rear tire with what Triumph calls a "buttressed tread pattern."

Through the countryside we meandered, past Nicasio reservoir and finally into Novato where we picked up the freeway. There the big motor was in its element, steaming along at 65 and 70 with no apparent effort.

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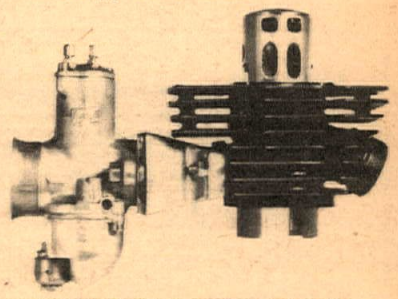

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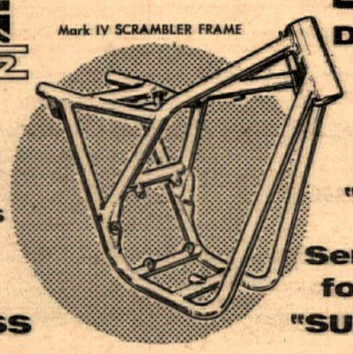

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DIST. 38 AWARD WINNERS 1968 ROUGH SCRAMBLES

POWDER PUFF
1. Carol Gooding

100cc EXPERT
1. Claude Henderson 371 pts.
2. Budd Willis 289
3. Guy Luck 175
4. Rick Vesco 160
5. Howard Henderson 138
6. H.L. Gunn 136
7. Ray Vanderpool 134
8. Harold Strong 118
9. Stan Whitten 117
10. Richard Armstrong 113

250cc EXPERT
1. Stan Colvin 295 pts.
2. Ed Martony 173
3. Jeff Willis 127
4. Harry Backer 124
5. Norm Summey 123
6. Bill Silverthorn 122
7. John Cates 100
8. Howard Kessinger 97
9. Lars Larson 95
10. Larry Salughter 64

OPEN EXPERT
1. Gene Fetty 326 pts.
2. Mark Gooding 309
3. John Kremp 246
4. Zane Prather 171
5. Gil Vayda 147
6. Bruce Cornell 142
7. Louis Baker 119
8. John Martin 110

TT SCRAMBLES

POWDER PUFF
1. Carol Chiara

100cc EXPERT
1. James McGuire 178
2. Mickey Chiara 135
3. Carl Byers 104
4. James Harmon 94
5. James Dunn 73
6. Jay Dunn 51
7. Ray Vanderpool 46
8. Doy Davis 39
9. Earl Roloff Jr. 33
10. Dale Humphrey 29

150cc EXPERT
1. Ward Ring 150
2. Ray Vanderpool 107
3. Don Emde 87
4. Wayne Hosaka 83
5. Vic Hannan 60
6. Richard Mills 55
7. Larry Bishop 48
8. Harry Hayes 32
9. Floyd Roach 29
10. Larry Collie 20

OPEN EXPERT
1. Albert Finan 159
2. Myron Carter 125
3. Don Finan 65
4. James Harmon 58
5. Ray Vanderpool 54
6. Wayne Hosaka 44
7. Don Matthews 42
8. Richard Moore 37
9. John Hoy 32
10. John Fishburn 30

1968 MOTO CROSS DIST. 37 CLUB STANDINGS

1. Orange County M.C. 199
2. Stumpjumpers M.C. 190
3. Checkers M.C. 74
4. Victors M.C. 65
5. Prospectors M.C. 64
6. Red Dots M.C. 60
7. Shamrocks M.C. 42
8. So. Cal. M.C. 40
9. San Gabriel Valley M.C. 30
10. Desert M.C. 18
11. Rams M.C. 15
12. Gripsters M.C. 12
13. Foothill Hawks M.C. 3

COW PALACE INDOOR
San Francisco, Cal.
February 7, 1969

By W.H. Spencer

HEAT #1 58:54 sec.
1. Bill Lyons H-D
2. Tom Phillips Mon
3. Bill Verbiscio Mon

HEAT #2 58:42
1. Chal De Cecco Hon
2. Ian McLaughlin Duc
3. Ron Wisler Duc

HEAT #3 56:75 New Record
1. Jim Foley Tri
2. Allen Kenyon Bul
3. Terry Baugh H-D

HEAT #4 61:32
1. Tom Booth –
2. Milen Vickers Kaw
3. Gary Hendrikson Suz

SEMI #1 80:50
1. Bill Lyon H-D
2. Allen Kenyon Bul
3. Ralph Waldeman Tri

SEMI #2 77:46 sec.
1. Chal De Cecco Hon
2. Ron Wisler Duc
3. Bob Morgan Hon

CONSOLATION 107:47 sec.
1. Steve Wilson Oss
2. Pete Francini Bul
3. Todd Sloane Bul

MAIN EVENT 153:38
1. Ralph Waldeman Tri
2. Bill Lyon H-D
3. Bob Morgan Bul

HEAVYWEIGHT SCRAMBLES DISTRICT 37 POINT STANDINGS FOR 1968 (Cont'd. From Last Week)

New No.	Old No.	Name	Pts.
131.	640	George Thibault	57
132.	295	Rodger Flaming	56
133.	121	Marshall Jennings	55
134.	133	Miller Harper	55
135.	430	Dave Fletcher	55
136.	348	John Potter	54
137.	569	George Conrad	54
138.	38	John Heyneman	52
139.	284	Guy Smith	51
140.	374	Ron Rondell	51
141.	555	Gary McKeon	51
142.	585	Don Bigler	51
143.	185	George Scofield	50
144.	193	Doug Teeter	49
145.	413	Pat Eldridge	49
146.	613	Jim Lemons	49
147.	683	Ernest Carter	49
148.	314	Dale Bird	48
149.	544	Frank Close	48
150.	19	Lawrence Davis	47
151.	96	Ed Young	47
152.	212	G.L. Spaethe	46
153.	558	Ken Johnson	45
154.	8	Mike Van Acker	43
155.	144	C.O. Hytten	42
156.	366	Nat Clark	42
157.	409	Clarence Pitman	42
158.	488	Cliff Miller	41
159.	141	Bill Branson	40
160.	436	Wes McAllister	40
161.	565	Gary Kahler	40
162.	600	Dean Hensley	39
163.	37	Dan Border	37
164.	128	Dave Sain	36
165.	177	Don Allen	36
166.	425	Nick Soteros	36
167.	94	Bill Bell	35
168.	457	Pete Van Gaale	35
169.	468	Mike Cardwell	34
170.	91	Fred Jamieson	33
171.	331	Jim Parrish	33
172.	526	Ken Kouell	32
173.	173	Gary McPherson	30
174.	246	Richard Watts	30
175.	269	Gene McCarty	30
176.	459	Charles Fair	30
177.	603	Ron Killingsworth	30
178.	624	Bob Walling	30
179.	676	Rick Wimer	30
180.	678	Andy Skeel	30
181.	258	Andy Hernandez	29
182.	360	Brooks Green	29
183.	564	Tom Twaits	29
184.	414	Cliff Bole	28
185.	538	James Johnnie	28
186.	313	Dick O'Neal	27
187.	486	Don Hanna	27
188.	536	Neil Winston	27
189.	620	Dennis Krueger	27
190.	274	Larry Southern	26
191.	560	Norm Werner	26
192.	190	Jim Slocum	25
193.	355	Sonny Howard	25
194.	437	Rob Wells	25
195.	529	Ed Walker	25
196.	562	Mike Bast	25
197.	255	Jim Salum	24
198.	289	Jim Hart	22
199.	663	Dave Rich	22
200.	63	Charles Armstrong	21
201.	102	Jerry Hanson	21
202.	114	Marv Perz	21
203.	129	Jack Britton	21
204.	202	Bob Potts	21
205.	337	Jerry Stevens	21
206.	439	J.J. Keene	21
207.	447	Ted Sumner	21
208.	481	Wayne Padgett	21
209.	501	F. Spaulding	21
210.	566	Harlan Bast	21
211.	660	Stan Rodgers	21
212.	697	Bill Bartels	21
213.	706	Dean Mackelprang	21
214.	122	Lee Hamby	20
215.	415	Jim Foster	20
216.	617	Jim Allen	20
217.	675	Steve Lowell	20
218.	89	Norm McDonald	18
219.	507	Ron Jones	18
220.	542	Gary Wilkins	18
221.	654	Dave Richardson	18
222.	662	Bill Larson	18
223.	690	Gary Herwick	18
224.	382	Chuck Coye	17
225.	453	Duffy Hambleton	17
226.	572	Pat Gunther	17
227.	584	Eric Moberg	17
228.	345	Cloyd Willimas	16
229.	371	Dick Aguiree	16
230.	498	Joe Monohan	16
231.	702	Gary Grayson	16
232.	41	F.L. Spalding	15
233.	90	Randall Hall	15
234.	112	Dick Kouns	15
235.	143	Al Summers	15
236.	165	Lana Page	15
237.	216	Bob Webb	15
238.	545	Jim Gilehirst	15
239.	670	Ed Escher	15
240.	391	R.E. Jordan	14
241.	421	Barry Mayer	14
242.	209	Dave Ryner	13
243.	357	Rod Bowman	13
244.	381	Al	
243.	357	Rod Bowsman	13
244.	381	Al Smith	12
245.	338	Ed Bearcroft	12
246.	433	Phil Stilling	12
247.	499	Louis Wilson	12
248.	547	Bill Hughes	12
249.	671	Gary Nord	12
250.	339	Terry Briggs	11
251.	192	Roger Johnson	10
252.	277	Ben Harwell	10
253.	373	Jim Kojak	10
254.	408	Ed Segal	10

(Continued Next Week)

STOCKTON SCRAMBLES
Stockton, Cal.,
Sunday Feb. 2, 1969

100cc NOVICE
Ivan Shigemasa Hod
Terry Henry Hon
Mike Rooney Bri

100cc AMATEUR
Fred Bennett Hod
Fred McFarland Suz
David Payton Hod

200cc NOVICE
Mark Muscio Bul
William Cavanagh Bul
Dick Mortensen Bul

200cc AMATEUR
Carl Yerby Bul
Don Simons Bul
John Fite Bul

250cc NOVICE
Jim Vendley Kaw
Bill Hines Kaw
George Humphreys Mon
Gene Farthing Kaw
Allen Green Bul

250cc AMATEUR
Rory Muscatell Bul
Chris Willems CZ
Tom Booth Bul
Steve Ferroni Bul

250 EXPERT
Paul Johnson Suz
Ray Huff Yah
Joe Henry Yah
Ronnie Bolling Bul

375 NOVICE
Doug Teeter Hus
Jim Conway BSA
Tom Madlem Bul

375cc AMATEUR
Don Chisholm Gre
Ed Bonds Bul

375cc EXPERT
Bob Grossi Mon
Cliff Spain CZ

500cc NOVICE
Ken Porteous BSA
Jimmie Dunnagan BSA

500/650cc AMATEUR
Norm Seidel Tri
Bill Budde BSA

650cc EXPERT
Ray Huff BSA
Terry Sage BSA
Dick Lathrop BSA

SIDE HACKS
Drive: Jake Singleton Tri
Pass: Maurice Holliman

A.M.R.A. TT
Manzanita Speedway
Phoenix, Arizona
Sun., Feb. 2, 1969

By Matt Glover

125 NOVICE
1. Dick Shuman Yam
2. John Hill Hon
3. Dale Boggs Hon
4. David Klecak Yam
5. Tom Aguirre Yam
6. Ronnie Dorsey Yam
7. Richard Andrews Hon

125 AMATEUR
1. Gary Wells Bri
2. Bruce Marble Bul
3. Ted Stallings Yam

250 NOVICE
1. Pete Wouters Yam
2. Jim Ludi Yam
3. Bob Ritz Yam
4. Ray Brown Bul
5. Richie Boaz Kaw
6. Ken Blatter –
7. #565

250 AMATEUR
1. Dale Sturdevant Yam
2. Paul Niemi Bul
3. Jim Morgan Yam
4. Dan McMillian Yam
5. Butch Beard Yam
6. Gary Wells Bri
7. Chuck Russo Bul
8. Mike Cameron Yam

250 EXPERT
1. Jim Halford Yam
2. Tom Halford Bul
3. Brian Ross Duc
4. Joe Klecak Bul
5. Lakin Gabbert Yam
6. Alan Harper –
7. Lon Cramer Yam
8. John Halford Yam
9. Dave Isley Yam
10. Al Eschenbaugh Kaw

OPEN NOVICE
1. Mike Hampton Hon
2. Carl Antilla Tri
3. Dan Gerba BSA
4. Ronald Ford Tri
5. David Ford Tri
6. Tucker Southard Bul
7. Ed Perret BSA
8. Pat Hayes Bul
9. Jim Stewart Tri
10. Jim Edwards Tri

OPEN AMATEUR
1. John Haviland Tri
2. Harold Warthen Tri

OPEN EXPERT
1. Jon Sellers Tri
2. Sil Modesti Nor
3. Jim Abbott BSA

A.M.R.A. TT
Manzanita Speedway
Phoenix, Arizona
Sun., Feb. 9, 1969

By Matt Glover

125 NOVICE
1. John Hill Hon
2. Dick Shuman Kaw
3. Ron Dorsey Yam
4. Tom Aguirre Yam

125 AMATEUR
1. Gary Wells Bri
2. Bill Cramer Bri
3. Bruce Marble Bul

250 NOVICE
1. Bob Ritz Yam
2. Pete Wouters Yam
3. Gary Wells Bri
4. Ray Brown Bul
5. Dick Kenny Oss
6. Scott Farnam Mon
7. Bill McAllister Bri
8. Ken Blatter Yam
9. #230 –
10. Larry Matson Bul

250 AMATEUR
1. Paul Niemi Bul
2. Dale Sturdevant Yam
3. Larry Desmond Bul
4. Bruce Marble Yam

250 EXPERT
1. Byron Boaz Yam
2. Brian Ross Duc
3. Jim Halford Yam
4. Tom Halford Bul

OPEN NOVICE
1. Mike Hampton Hon
2. Pat Hayes Bul
3. Ron Ford Tri
4. Larry Bruner Nor
5. Carl Antilla BSA
6. Jim Edwards Tri

OPEN AMATEUR
1. John Haviland Tri
2. Carl Kobell Nor
3. Jim Abbott BSA

OPEN EXPERT
1. Byron Boaz BSA
2. Jon Sellers Tri
3. Sil Modesti Nor

250 FLAT TRACK
1. Jim Halford Yam
2. Byron Boaz Yam
3. Lakin Gabbert Yam
4. Brian Ross Duc
5. Tom Halford Bul
6. Larry Desmond Bul

OPEN FLAT TRACK
1. Byron Boaz BSA
2. Jon Sellers Tri
3. Jim Abbott BSA
4. John Haviland Tri
5. Tom Halford Bul

RESULTS

Take a friend to a motorcycle event this weekend!

TROJAN SPEEDWAY
South Gate, Cal.
Friday, Feb. 7, 1969

250cc FT
1. Irwin Moon Bul
2. Bob Milner Bul
3. Don Cook Bul
4. Paul Coberly Bul
5. Gary Jones Bul

100 FT
1. Ron Powell Kaw
2. Stan Wright Hod
3. Lou Harman Hon
4. Jimmy Raymond Suz
5. Frank Newburg Cimi

TROPHY DASH 100 TT
1. Jimmy Raymond

100 TT
1. Dale Hopkins Suz
2. Jimmy Raymond Suz
3. Linus Beal Bri
4. Gary Ash Hod
5. Stan Wright Hod

250 TT
1. Eddie Walker Tri
2. Don Cook Bul
3. Paul Coberly Bul
4. Gary Jones Bul
5. Bob Ritchie Yam

Elsinore Lightweight Results will appear next week. (ever tried to read muddy numbers off a videotape?)

LIONS DRAG STRIP Sunday, Feb. 9, 1969

TOP FUEL: Miller & Brackett 10.75–133.83 H-D
RUNNER UP: Art Houston – – Tri
TOP GAS: Clarence Bailey 11.90–127.50 Nor
TOP MODIFIED: Miller & Brackett 11.30–123.28 H-D
TOP STREET: Parks & Spivack 12.64–105.84 Suz

STREET
AA – Steve Kewish 12.64–111.66 H-D
A – Santa Ana H.D. 13.06–100.78 H-D
B – Mike DeLuca 14.08– 92.60 Tri
C – Parks-Spivack 12.64–105.84 Suz
D – Mike Valesco 13.85– 94.33 Bri
E – Thomas Franklin 16.33– 73.77 Suz

MODIFIED
AA – Miller & Brackett 11.30–123.28 H-D
B – Grant Hannah 12.10–111.66 Tri
D – Jack Linn-Suzuki City 12.87–104.28 Suz
E – Brian Janes-Suzuki City 12.49–103.80 Suz
F – Donna Malcomson 15.97– 78.74 Bri

GAS
A – Clarence Bailey 11.90–127.50 Nor
B – Alex Weissman 12.18–114.64 Tri
C – Mike Cash 12.39–110.56 Suz
E – Vince Rowles 11.97–109.42 Suz
F – Zeman Spivack 16.69– 77.80 Suz

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AFM 1968 AWARDS BANQUET
Covina, Calif.
Saturday, Feb. 8, 1969

Best Road Racer of 1968: Tom Cleghorn
Best Moto-cross Racer of 1968: Gary Bailey
Top Moto-cross Tuner of 1968: Tom Turner
Top Road-racing Tuner of 1968: Mel Dennison

ROAD RACE STANDINGS 1968
1. Pete Giordanengo 129 pts.
2. Mike Lane 121
3. Ron Grant 111
4. Reg Pridmore 102
5. David Scott 74
6. James Chen 69
7. Tom Howard 66
8. Tom Cleghorn 62
9. Art Baumann (5 wins) 57
10. Dick Kilgroe (3 wins) 57

AFM ROAD RACING CLASS WINNERS 1968
50cc – Tom Cleghorn
100cc – Tom Howard
125cc – Pete Giordanengo
175cc – Ralph LaClerq
250cc – Mike Lane
350cc – James Chen
500cc – Reg Pridmore
Open – George Kerker
Side-car – Reg Pridmore/Ernie Ceasar

AFM MOTO-CROSS CLASS WINNERS 1968
125cc – Gary Bailey
250cc – Russ Darnell
500cc – Lars Larson
Star of Year – John DeSoto

ELSINORE HEAVYWEIGHTS RESULTS (Unofficial)
Sunday, February 9, 1969

FIRST OVERALL
Gunnar Lindstrom Hus

OPEN EXPERT
1. Mike Haney Tri
2. A. House Tri
3. Al Baker Tri
4. J. Byers Ric
5. B. Bailey Tri

OPEN AMATEUR
1. R. Forrest Tri
2. C. Giles Tri
3. J. Lund Tri
4. – –
5. D. Miller Tri

OPEN NOVICE
1. D. McDonald Tri
2. C. Spahr Tri
3. C. Bole Tri
4. M. Doyle Tri
5. G. Wilkins Tri

350-500 EXPERT
1. Gunnar Lindstrom Hus
2. Jim McClurg Mai
3. Jim Wilson Gre
4. D. Ogilvie BSA
5. S. Kirk Mon

250cc
Dick Vick Hus

350-500 AMATEUR
1. S. Aguaro Jr. Hus
2. L. Shoemaker –
3. N. Holt Hus
4. B. Tondro Sr. Bul
5. H. Wessel BSA

350cc NOVICE
1. J. Cortez Hon
2. B. Iversen Duc
3. D. Gruver Duc
4. B. Rudd Mon
5. G. McKinney Mon

500cc NOVICE
1. W. Burrell Bul
2. W. Groon Hus
3. A. Knapp Hus
4. R. Shirely Bul
5. E. Walker Tri

AMA INDOOR SHORT TRACK NATIONAL CHAMPIONSHIP
Houston, Tex. Astrodome
February 7, 1969

1. Ronnie Rall Bul
2. Bart Markel H-D
3. Gene Romero Tri
4. Dallas Baker Oss
5. Skip Van Leeuwen Tri
6. Mert Lawwill H-D
7. Cal Rayborn H-D
8. Mike Yam Bul
9. Roger Rieman H-D
10. Dusty Coppage Tri
11. Dick Mann (out lap 7) Oss
12. Fred Nix (out lap 6) H-D

AMATEUR 10 Lap Final
1. Dave Aldana BSA
2. Squire Tomasie Bul
3. Dave Hansen Kaw
4. Frank Gillespie Suz
5. Bill Dutcher Bul
6. Harold Slater Bul
7. Al McAlexander Hon
8. Gordon Dusenberry Yam
9. Terry Waite Bul
10. Tim Thomas Bul
11. Terry Sage Suz
12. Keith Mashburn Yam

AMA INDOOR TT NATIONAL CHAMPIONSHIP
Houston, Tex. Astrodome
February 8, 1969

1. Skip Van Leeuwen Tri
2. Mark Brelsford H-D
3. Dusty Coppage Tri
4. Paul Bostrom Tri
5. Eddie Mulder Mon
6. Sonny Burres Tri
7. Chuck Palmgren Tri
8. Dallas Baker BSA
9. Gary Nixon Tri
10. Mert Lawwill H-D
11. Gene Romero Tri
12. Ron Pierce Tri

10 LAP AMATEUR FINAL
1. Keith Mashburn Tri
2. Royal Sherbet BSA
3. Jim Thomas Tri
4. William Eves BSA
5. Ken Pressgrove BSA
6. Dave Aldana BSA
7. Dave Hansen Tri
8. Tom Ballou Hon
9. Nick Theroux Hon
10. Ron Bolling Bul
11. Mike Landry –
12. Don Castro Tri

We asked the WINNERS:

Jack Morgan, Ron McGuire, Vic Hannan, Dale Ivan, Rick Vesco, Gary Bailey, John Rubic, Jim McGuire, Don Ivan, Don Vesco, Danny Hockie, "Annie" Chiara, Jim Rice, John Brown, Debbie Reon

and many others what they liked about the F & M Reed System on their machines??????

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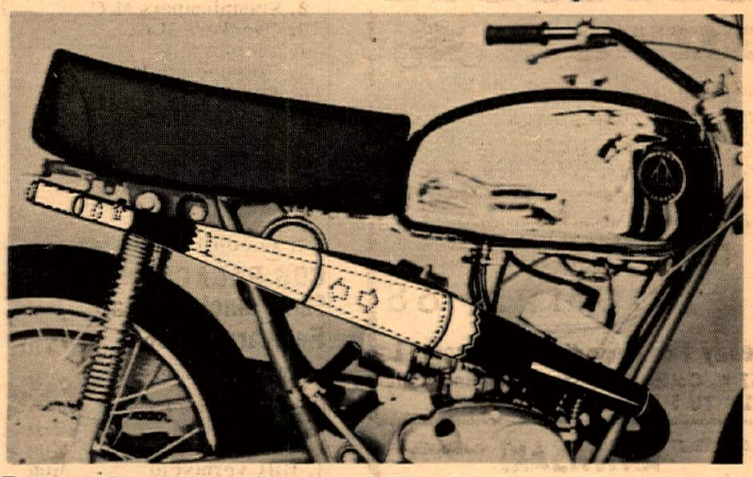

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GORDON DUSENBERRY, WICHITA, KANSAS — "My DT-1 Yamaha with Speed-King set fastest lap time in novice, amateur & expert. Also won Trophy Dash at Tulsa State Fair. Speed-King is great!"
DANNY DYSART, PONCA CITY, OKLA. — "My stock DT-1 with Speed-King won 1st place in 5-state event against 40 entrants!"

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Trojan 50 Lap TT – Jan. 31, 1969
1st Gary Bailey – HODAKA
2nd Mark Blackwell – HODAKA
3rd Dan Wright – HODAKA

TROPHY DASH
1st Gary Bailey – HODAKA

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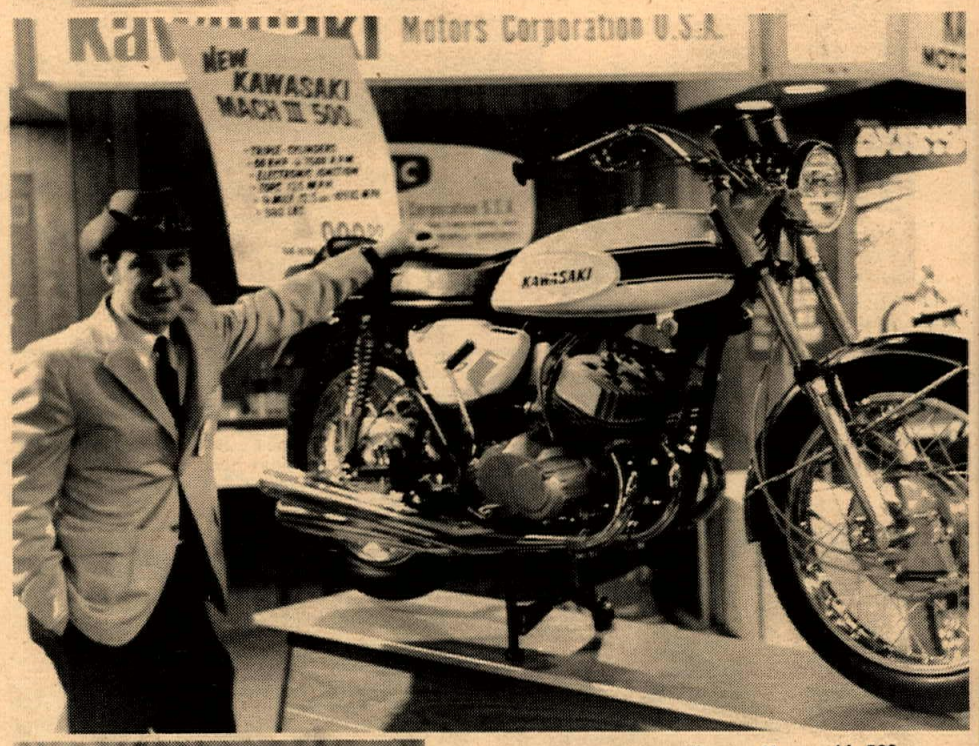
New Bikes, Goodies And Girls

Buco model Ilsa Steins decorates the Ossa Moto-X distributed by Yankee.

Story and Photos by Chuck Clayton

WASHINGTON, D.C., Feb. 5-7 – Motorcycle businessmen met in the basement of the Hilton Hotel for the first big all-dealer show on the East Coast.

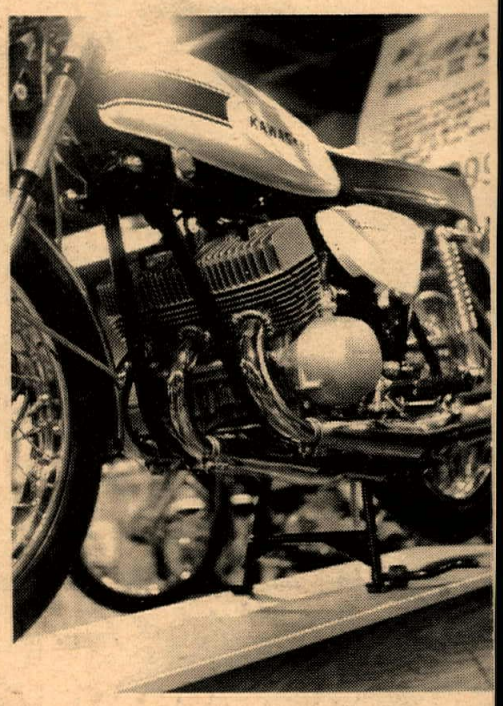
Sponsored by Bill Bagnall and Larry Hester of Motorcycle Dealer News, the show featured a hectic, crowded schedule. Dealer schools, press conferences, association meetings and cocktail receptions often went on simultaneously. As a result we may have missed some of the highlights, but those we saw are presented in these photographs.

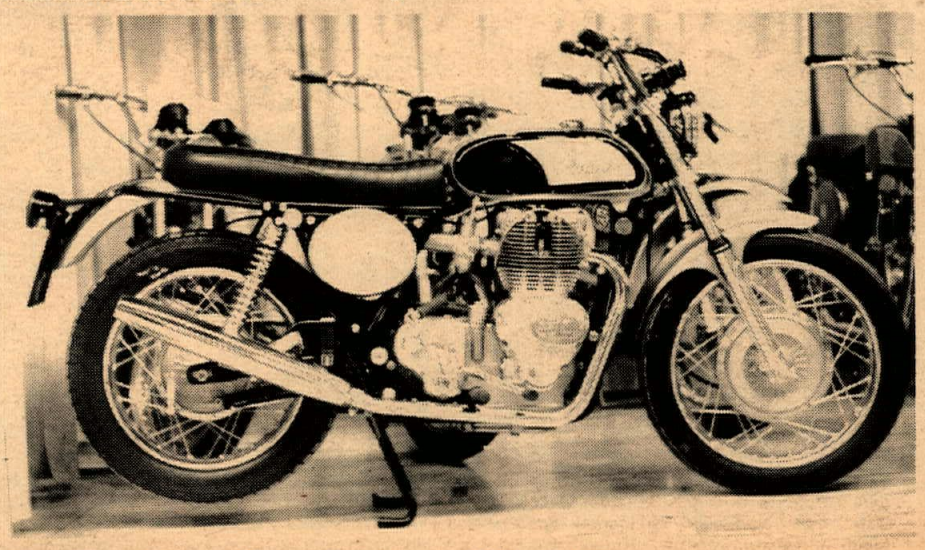


Show stopper was all new Kawasaki 500cc three cylinder Mach III. It will retail for under $1,000.

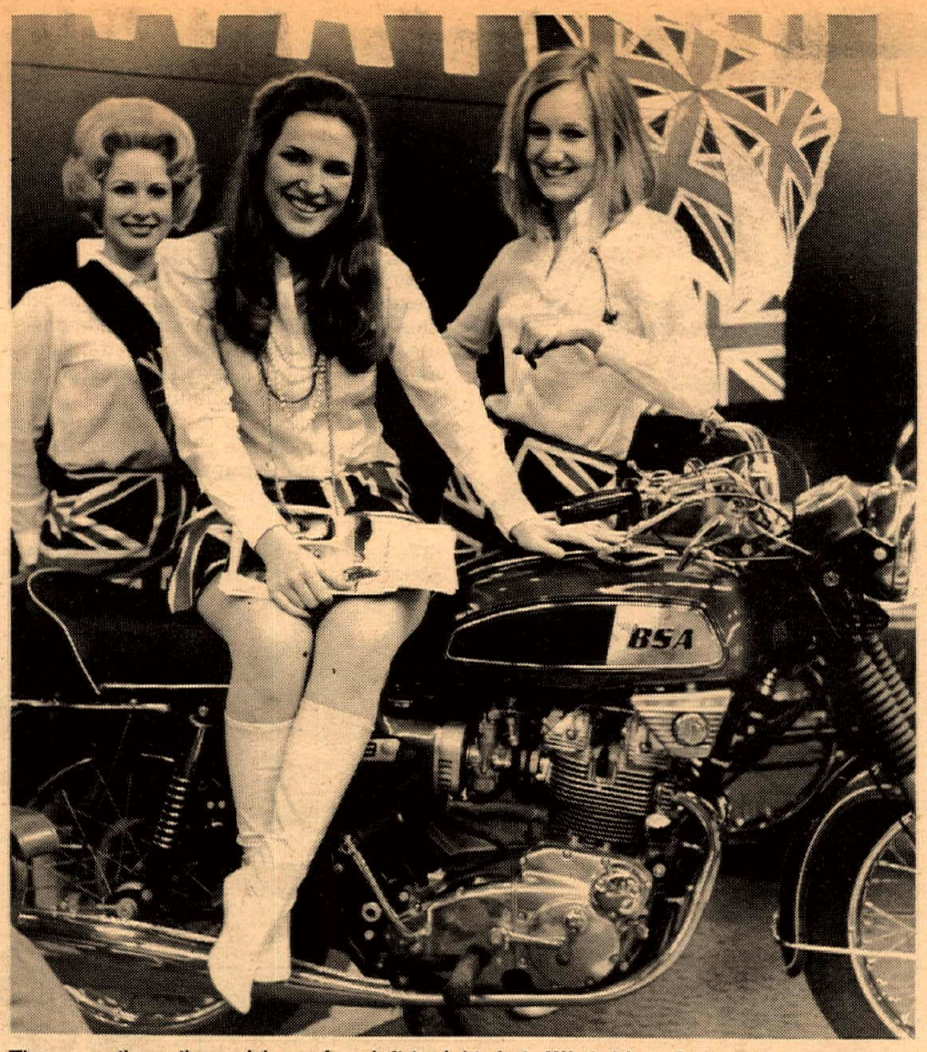
Two pipes exit from the right rear of the machine and one on the left. Mach III is said to be very fast and smooth.

"...And this is the clutch," explains importer Floyd Clymer as Ilsa Steins tries on the new Indian Moto-Cross with 100cc Minarelli engine.

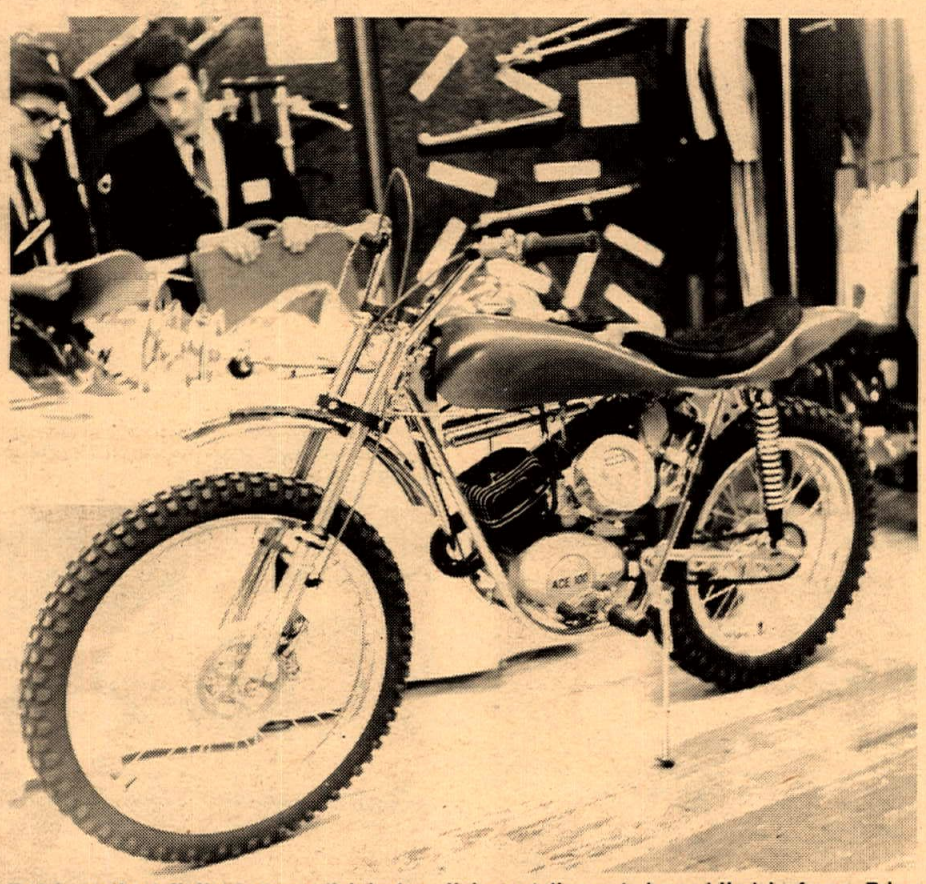




Floyd Clymer introduced his new Enfield engined 750cc Indian.



Three on a three, these girls are from left to right, Jody Mikel, Linda Garland, and Jane Wilford. Jody is American, Linda and Jane are as British as the BSA that they decorate.



Hodaka engined Shrike features disk brakes, Unicon styling and chromed Hodaka frame. Price: about $900.

Motorcycle Safety chief in the National Highway Safety Bureau, Lewis S. (Buck) Buchanan, left, bench races with Pabatco leader Chuck Swanson, while Fred Koch of the Federal Transportation Dept., right, looks on. Buchanan recently won a heat race and placed 6th in a scrambles main event in eastern race on a Hodaka. He rides a Yamaha to work daily, wears a helmet voluntarily. D.C. does not have a compulsory helmet law.

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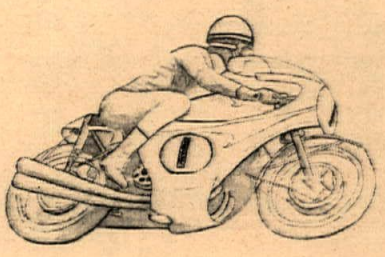

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A.F.M. Awards To Top Racing Stars

The American Federation of Motorcycles staged this year's national awards banquet at the Holiday Inn in Covina, California where one of the waitresses said there were "more well-mannered and congenial people in one room than I've had the pleasure to wait on in a long time."

After a delicious dinner of prime rib the official ceremony began, with 1968 president Tom Finley handing out the awards.

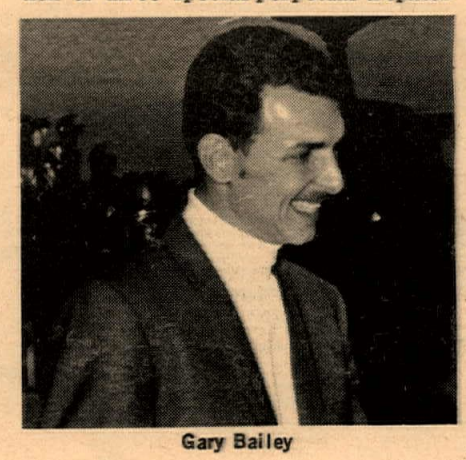
Pete Giordanengo, from South San Francisco, made off with the coveted top road racer of the year award for 1968. Top moto-cross rider for the AFM 1968

Pete Giordanengo

season was chandelier-ducking Gary Bailey (6'7").

The AFM Top Tuner of the year award went to Tom Turner of Turner's Expansion Chambers in Huntington Park, California. Tom tunes all of Gary Bailey's competition bikes. Mel Dennison, who has been tuning motorcycles since 1936, was awarded Top Tuner of the Year in road racing.

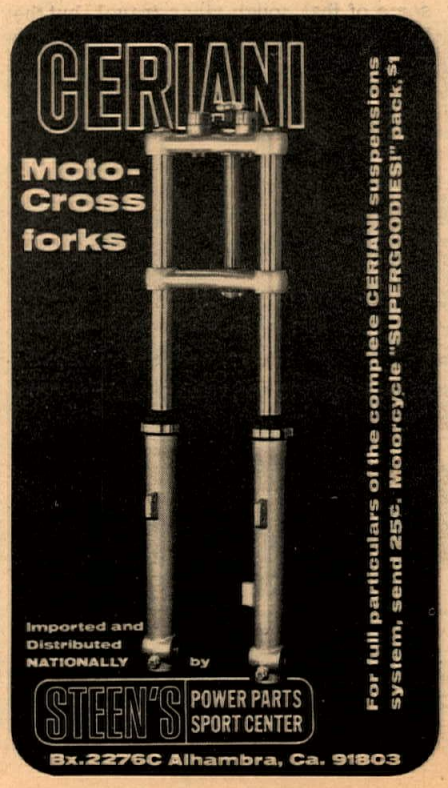
Next on the agenda was the presentation of three special perpetual trophies



Gary Bailey

awarded by Mr. Esko A. Hieta, district manager for McCulloch Distributors (Bridgestone). The 100cc production perpetual trophy went to Mike Velasco, the 200cc production to Roger Wood, and the 350cc production trophy to absent (Uncle Sam's got him) Jerry Greene.

(More Awards on page 16)



Meet The Dragger

By Betty Nichols
Photos by Dan Zeman

You don't see many young ladies out on the drag strips, but when you do, you would like to find out more about them. When I was fortunate enough to meet Joy Houston, I found there was another half of her story – namely, her husband Art. As close as this young couple are, it would be impossible to write about one without writing about the other.

Joy and Art are newly-weds of seven months. They make their home in Sepulveda, out in the San Fernando Valley. Early in their courtin' days, some three years ago, Art took up drag racing, but it took Joy two years of argument to convince Art that she would be capable of joining him in this sport as a participant instead of a spectator. Now, after a full year, she's an old hand at it and doing very well. Joy's pink, modified Triumph is 'way out of the class of Art's Triumph 'fueler", so they aren't competing against each other.

Art does all the mechanical work on both bikes. Joy's sponsor, Van Nuys Cycle, supplies them with all their parts at a big discount. This makes the "bike budget" a little lighter on them.

Joy wears pink leathers and helmet to match her bike, so she's really a pretty picture going down the strip. Joy is every inch a lady and living proof that the girls can be just as feminine on a bike as in a kitchen. That little girl would look good anywhere!

Joy meets a lot of opposition at many of the drag strips for the simple reason that she can't start her own bike. Art is her official starter, but they are usually lined up so close in running sequence that Art can't manage both bikes. They have found that they get better cooperation at Lions Drag Strip so that both of them can run without any problems. Joy said they wouldn't ride any place else because of this.

To support their family of one Welsh quarter horse, two alley cats (one white, one black) and soon, a German Shepard puppy (he's on order), plus their various interest and hobbies, while building up a decent bank account, Joy works as a secretary and Art is in business for himself as a back-hoe trencher.

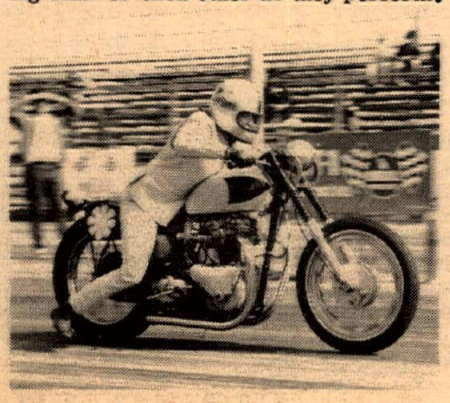
A Family Affair

Their interests include hunting, fishing, canoeing (the camping that goes with it), ice skating and skiing. They usually go to the High Sierras for hunting and fishing. They take their 15 ft canoe out on the Colorado River.

This summer, they hope to make a trip up to British Columbia for something new. They will take their canoe along for some of that rough river travel, but they have their eyes on one main object – the big silver tip bear! They have been inspired by stories of the big bear hunts up in that area and they plan on bringing home at least one fine trophy.

Skiing is a new interest with them and, although it's hard, they enjoy it. They figure they just need more practice. Joy says you can goof off a whole day just trying to get the hang of it.

They have a nice little movie camera that they use to shoot highlights of the sports they enjoy. They take turns shooting film of each other as they perform.



Joy Houston

The Drag Race Scene

By Dan Zeman

Bruce Miller and Steve Brackett decided it was their turn to win some of the money Lions Drag Strip has been giving away. Miller, who usually runs in the elevens, decided to try an S and S carburetor. It's been said that once you bolt on an S and S, you'll go a half of a second quicker. It turned out to be true. Bruce made runs in the tens all day long, turning a best of 10.75.

Steve Brackett entered in Modified. Thought he would try one also. Steve usually runs in the low twelves. By the end of the day, Steve was running in the mid-elevens, turning a best of 11.30 and a speed of 123.28.

Old man Murphy entered in E Modified, was finally put down. Brian Janes thought Murphy had taken this class often enough and decided to put a stop to it. The Dirty Old Man said: "Wait until next week".

There were two female riders out today. Joy Houston, mounted on her Triumph, and Donna Malcomson on a 175 Bridgestone. Joy had her usual competition – Grant Hannah. Grant doesn't like the idea of being put out by a female and always manages to cross the finish line first. Donna did real good for her first time out. She took home the F Modified trophy.

Clarence Bailey

Clarence Bailey took Top Gas with his twin engine Norton. Bailey had a rough time of it, however. Most bikes in Gas Division were turning within a half-second of him, so each race was a close one.

Vince Rowles on his E Gas Suzuki ran the closest run against Bailey. Vince turned an 11.97, compared to Bailey's 11.90.

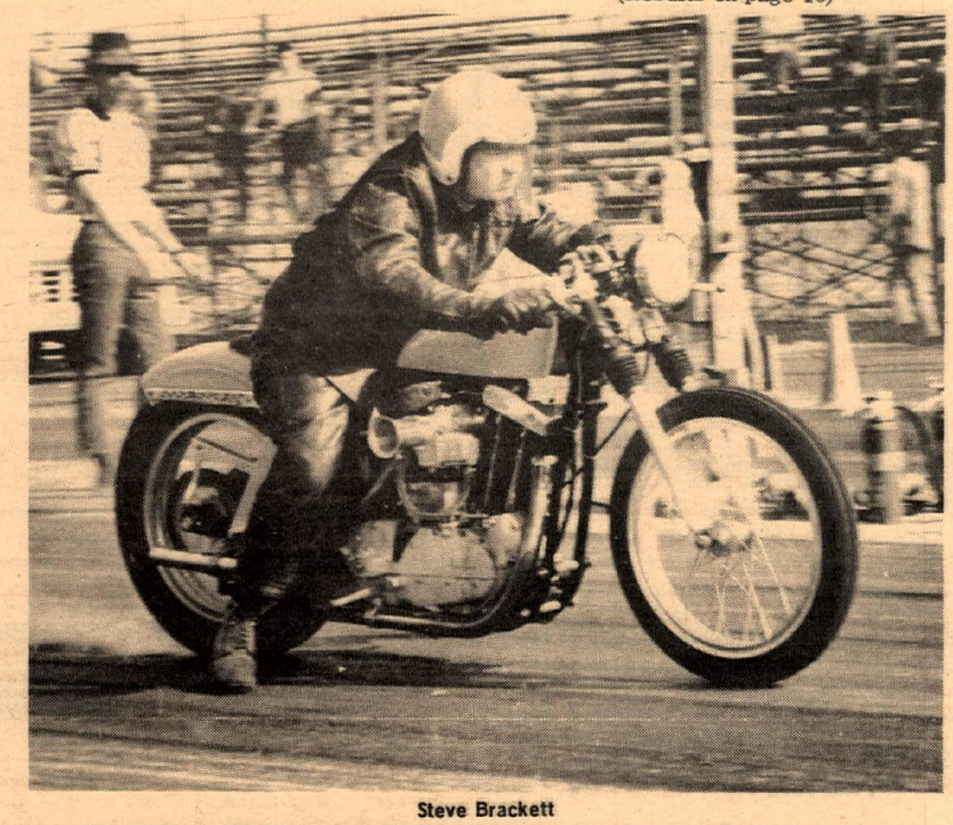
Jim Parks had the Street Division shook up. His 500cc Suzuki had made runs in the twelves. In round two, however, Parks' machine threw bits of piston out the exhaust, so minds were eased a bit. Not for long though. About 30 minutes later, the gates were opened again for the Top Street runoffs and there waiting to run was this same machine.

Parks said he wasn't going to let a blown piston bother him. He'd torn down his engine, put a new piston in and was together and running again within those 30 minutes. Harold Spivack did the riding on this machine. This was Spivack's first week out since his roadrace crash Nov. 24th at Orange County.

Kern County Racing Association is holding it's annual Gas and Fuel Championship Drag Meet. Top Fuel bikes are welcome at this event. (Gassers also, but they must run with the fuelers). There is good prize money: $200 winner, $75 runner-up. So those of you who have strong running machines, be sure to make this event.

The date is Feb. 28th through March 2nd. The pre-entry fee is $25. That covers entry for two, pit passes for two and entry for one bike. This may sound pretty steep, but it's for three days of racing. For more information, write K.C.R.A. 701 Baker St., Bakersfield, Calif. zip.. 93305. If time doesn't permit, call (805) 323-4472. Cycle News will be covering this event.

(Results on page 16)



Steve Brackett

EXHAUST NOTES

By Bill Pettigrew

Chuck Jones is on the road to recovery. Doctors at the Royal North Shore hospital are amazed at how fast the badly injured arm of Jones is healing. The paralysis is also leaving; Chuck is reported to have deep-feeling from his neck down to his waist, and partial feeling in his legs.

I have received word that a collection is being made in Sydney, Australia for Chuck and they already have some $2,000. Those people down there must be something else.

Ivy To Ride Jawa Four

Bill Ivy, world road racing champion, has signed a contract with the Jawa factory in Czechoslovakia to ride the Jawa 350cc four in the classics in Europe this year. Bill had just recently announced that he was retiring from the two-wheeled competition sport, and still maintains that his new decision will not change his car racing plans for this year. Bill will contest the classic season openers at the Spanish and West German GP's and will ride the 350cc class only.

Montesa Motors of Spain has a 400cc Moto-cross factory special that will probably be contesting the 500cc title in this year's moto-cross circuit. Montesa is also doing very well in the area of trials so far this year and could possibly take the world title this year.

Their hopes all stem from the skill of Gordon Farley. Farley has won several meetings this year already, the most recent being the National Colmore Cup Trial in England. The new 247cc Cota looks like a winner.

Ron Nelson and John DeSoto, noted U.S. moto-cross riders, are being sent to Europe by Montesa Motors of Los Angeles to compete in the 1969 World Championship Moto-cross circuit. They will remain there for the entire season.

Both Ron and John showed everyone what it's all about by taking "First American" in both the 500 and 250 classes. Looks as if at least one American distributor has enough nerve (and spending money) to send his riders over to race against the big boys.

Wish there were more.

Sellers Cops Phoenix Main

By Matt Glover

PHOENIX, Arizona, Feb. 2 – Another warm, sunny, Sunday. They didn't douse the water on the track today, just a real nice sprinkling. Last event here brought out 52 bikes and today there are 73 registered on the board.

Gary Wells (Bri), a handsome lad all the way from Las Vegas, Nev. easily won the heat, and main, of the 125 combined Novice and Amateurs. This kid doesn't drag his feet. As a matter of fact, he is 12 years old and can't put his feet flat on the ground when he is in the saddle. He's not hefty, except on the throttle, so the power to weight ratio is really good for him.

In the heat Bruce Marble (Bul) killed it on the drop of the green, finishing eighth. In the main he held second all the way. Third overall, and first novice, Dick Shuman (Yam) of Tempe, worked up from fifth at the end of the first lap.

The 250 Novice class had 18 entrants. In the heat Bob Ritz ran off leaving the pack, and winning by a wide margin. In the main he had a close dice with Pete Wouters (Yam) for three laps. Then Pete took the lead and opened up 15 lengths at the checker. Jim Ludi (Yam) chased the both of them for four laps, taking second as Bob faded to third. Ray Brown (Bul) started off seventh, gained one position each lap and finished fourth.

There was a re-start of the 250 Amateur heat because of a pile-up in the first left hander of the esses. No casualties. The eager beavers were off again, Dale Sturdevant (Yam) out ahead, hotly pursued by Jim Morgan (Yam) and Paul Niemi (Bul). Going into the sweeper on the second lap Dale went too wide and way up on the top of the bank. Morgan and Niemi breezed by on the inside, low. Niemi forged ahead in the third lap to win.

In the Main, Niemi was the front runner for three laps, until he turned his head and Sturdevant was there, going by. And that was it, with Jim Morgan a close third.

Some of the front row boys jumped the flag in the 250 Expert heat and were relegated to the second row. Brian Ross (Duc) took the lead on the second lap and had it made all the way. In the Main he had the early lead for one lap, then Jim Halford (Yam) moved ahead and stayed there. Younger brother Tom Halford (Bul) finally passed Brian going over the jump on the last lap and got second.

Sellers' Silk

In the Open Novice heat Pat Hayes (Bul) and Mike Hampton (Hon) ran tight together all the way, in that order, one-two. The Main started off and ran the same way. Mike would pull up even in the sweeper and straight, but come out of the esses behind. On the last lap the pressure took its toll and Mike won. Pat dropped back to eighth. Carl Antilla (Tri) rode consistently coming through from fourth to gain second, and Dan Gerba (BSA) in like manner came from sixth to third.

The Open Amateurs and Experts ran together. Byron Boaz, our #1 plate, is conspicuous by his absence, as he is over at Ascot this week-end where he took two seconds and a third. Before the heat, we were kidding Jon Sellers about his brand new, fire-engine red silk and silver sequined racing stripe in front, and his number 22 on the back. He says maybe he won't win but he will be the prettiest. Seems he was over to Mexicali last week-end and cleaned the clock three times. Sellers (Tri) took the heat race handily by the length of the straight.

But in the Main Sil Modesti (Nor) had the same idea. Incidentally, Sellers is a detective lieutenant on the Phoenix police force. When the flag dropped Modesti immediately jumped into the lead by a big handful, and the high speed chase was on, full bore. Sellers wasn't flashing his badge, or blowing a siren, but he had to prevent Modesti from copping the trophy and going home with the loot. Modesti opened up his lead for three laps.

It began to look as though Sellers would have to radio ahead for a roadblock. Then he started to close, with Modesti still in the lead as they took the white flag starting the last lap. They barreled through the esses together, came up the ramp side by side, flew through the air abreast. Going into the sweeper Sellers pulled ahead and went on for the checker. What a finale!

(Results on page 16)

$ WANT ADS $

PARTS MAN WANTED
Experienced parts man needed. Good pay, excellent working conditions, call Honda Del Rey, (213) 391-6217.

SERVICE MANAGER
Motorcycle experience necessary. Good pay plus commission. Excellent working conditions, fringe benefits. Call Honda Del Rey, (213) 391-6217.

CURNUTT COMPETITION SHOCKS
The units with full length, red, springs that you have seen on the machines of top American riders, are Curnutt Competition Shocks. Long life, smooth ride, and easily rebuildable. Available from: Chas. Curnutt, 2122 W. 235th St., Torrance (213) 326-9205. Tracy's, 515 S. Victory, Burbank (213) 843-0926.

TIM HART'S CS '67 CHAMPION
250cc, fully microsealed $600. '66 Bultaco Matador, 250cc, K-70, microsealed, new piston, H-D bearings, '69 license, perfect condition $475. Honda 90, for dirt $100. (213) 326-7332.

EXPANSION CHAMBER for stock DT-1 more torque, more h.p. $25. Ron (213) 326-6109.

'65 H.D. "TRIC" Rblt. eng., clutch & gear box $725.00 or best offer. '68 BSA 250cc xlnt. cond., 5500 mi. $595. (213) 425-0610.

1967 HODAKA, big tires, air cleaner and 1969 tags, excellent condition, ready to ride. (213) 531-8886 Paramount.

NEW 360 BULTACO; $920.00 or $50.00 and take over payments. (805) 529-1728.

WANT TO BUY basket cases. After 4 call (213) 449-3977.

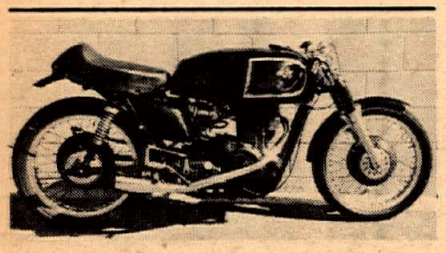
HODAKA complete for desert, extended forks, Ceriani, fast (213) 256-8696.

'67 HUSQVARNA good condition. Never raced $725.00/best offer. (213) 244-3022.

MATCHLESS, '54 550cc Twin, stock, rebuilt, 250 mi., extra parts galore. A beautifully handling classic for the connoisseur. Trade for good BMW 600cc car or $300.00. (213) 661-3636.

'68 HODAKA 90 – excellent condition, desert ready, many extras $300. (713) 448-6530.

'68 (AUGUST) HODAKA 100, set up for dirt, many extras, street equip. incl., less than 900 mls., $550.00 invested, $400.00 firm, super clean. (714) 544-0363 (Tustin).



BUY A PIECE of English racing history. Last of long stroke glory racers. AJS TR. special Jack Williams Polydyne cam., in excellent original condition $500 spent rebuilding in immaculate stove enamel black and gold. A real classic, collector's item. Carl Lawton. 3217 N. Verdugo Rd., Glendale, Calif. (213) 248-3867.

BULTACO–MAICO–PENTON
Orange County Cycle, 205 N. Harbor Blvd., Santa Ana. (714) 531-9984.

COME IN OR CALL ME
about new Rancheros, trucks, new Fords, and used cars. District 37 rider for 10 years. Save $$$$$, ask for Tom Mc Cartney. Phone (213) 591-3311. Mel Burns Ford, 2000 Long Beach Blvd., Long Beach, Calif. (714) 892-0371

MANAGER WANTED $1,000 A MONTH PLUS
Large Honda Dealer needs experienced manager. Prefer man 25-40 w/family and auto sales background. Wonderful future for self-starter, who has auto and cycle exper. Must be able to direct and manage people. Send resume to P.O. Box E, c/o Cycle News, 6477 No. Long Beach Blvd., Long Beach, Ca. 90805.

FOR SALE: New 100cc Zundapp, legal, for street, 100 lbs., ready to run, never raced $300.00. Also 1967 Husky 250 xlnt. condition $700.00. (213) 784-3529.

NEW 1967 AERMICCHI (H.D. Sprint) 250cc road race or flattrack. Many spare, sell or trade for racer or street bike. Immaculate! Also 2 electric tacs for mags. Will consider anything? After 6:00 (213) ST 8-7454 or ST 8-7551 Encino.

NOW BRIDGESTONE AT SUZUKI CITY
175 Street - $499.
1125 SO. LA BREA, INGLEWOOD
(213) 674-1431

RICKMAN-METISSE HANDLEBARS
Street, racing, scrambles, sole U.S. Importer's Dist. House of Suzuki-Triumph, 16112 Harbor Blvd., Fountain Valley, Calif. 92708.

"DRAFTED"
66 Greeves 250 moto-cross. Excellent shape – not abused. After 5 (805) 259-9649.

Bob Bailey's Service Center has a Moto-cross team.....they're great!

1967½ HUSKY 360cc
Excellent condition. (213) 776-0262.

1963 HONDA Trail 90. Excellent condition $175.00. (213) 722-0578 evenings.

S-90 HONDA, 1965, street legal $165. (213) 425-8514.

1965 TRIUMPH $575. Good condition – street ready. (213) 860-4232.

3 PLACE M-C Trailer $85.00. Motorcycle parts plus engine. Open 7 days. (213) 794-1344.

'64 HONDA Trail, dirt bike 55cc, new tires & top end $100.00. (213) 375-5284.

'66 SPORTSTER – Forks $100., Heads $75., Barrels $50. Will separate. 722-5743 Oceanside, Cal. Ask for Ken wkdays only.

HODAKA PARTS
Expansion chamber, fork brace, 30" bars, front forks with extended rake plate all for $50; also, stock carb & head $15. Westwood 475-5660.

1968 HODAKA, 100cc, 5 speed, expansion chamber, high compression head, girling shocks, trials Universal, desert bars, fork brace, 700 miles, real clean, $425. (213) 843-1970.

WILL SWAP washer or gas dryer for dirt bike any size. Will deliver and install and give 6 months warranty by serviceman. FOR SALE 1964 El Camino Make offer or trade for Honda 175 scrambler plus cash. Friend wants 350 Honda scrambler, take over payments or cash. Phone after 6 p.m. 830-7333 Steve.

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1968 HODAKA 100. Many extras street/dirt, '69 tags $345. (213) 454-1215.

'66 DESERT Triumph 500cc. Just rebuilt, excellent condition $750.00. (213) 842-0339.

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Insurance Company interested in a Field Representative to promote motorcycle and other lines of insurance. Submit resume to P.O. Box D, c/o Cycle News, 6477 N. Long Beach Blvd., Long Beach, Calif. 90805.

SNIVELERS ARE always welcome at Deadman's Point, every 1st Sunday.

COMPLETE STOCK
Of JAP and ESO parts plus custom engine & machine shop. Milne Bros., 1941 E. Colorado, Pasadena. (213) 793-5153.

MILNE BROS. M.C.
Husq. Dealer for Pasadena area.

FOR SALE
Honda C200–S90 front & rear shocks, cam; Honda 250 bore, ported. (213) 963-5463, ask for Jim – $175.00.

WANTED
Experienced Honda partsman – Top pay, good future. Honda of Glendora. (213) 963-4814.

1968 HARLEY-DAVIDSON 250cc Sprint $500.00 or best offer. Call Dan after 4:30 p.m. (213) 663-8801 (Silverlake).

'67 FORD RANGER
$2200.00. 3/4 T. Camper Special, auto trans., power brakes, postraction, bucket seats, 10 ply. Windy 892-2698.

25% SAVINGS ON INSURANCE
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: 836-5211.

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50 GAL.-3 WHEEL Gas Buggy – crank dispenser. Good condition, original cost $225.00. (213) 655-5101. Asking $50.00.

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Will trade M/C parts, accessories, hand tools or tool box. (213) 446-8938.

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FOR SALE – Hodaka-100, expansion chamber $20.00. Dunlop tire 350-19, trials, like new $10.00. Late md. ft.-fender, Triumph $10.00. Husqvarna '67 skid plate $15.00. HAD battery $5.00. Wm. J. Jarl, phone AT 8-1487.

WANTED – SALESMAN
Outstanding opportunity for experienced M/C salesman, 3 top lines – Suzuki – BSA – Bultaco. Large used bike business. Top commission and guarantee to the right man. Year round work. Suzuki Fun Center, 515 N. Victory Blvd., Burbank, or call (213) 849-7295.

80 YAMAHA, excellent cond., must sell $165.00. (213) 941-6953.

'66 TR-6 DIRT BRIKE–skid plate etc. First $600 takes. Just overhauled – Call (714) 375-1411 ext. 74921 evenings. See at 122A Independence, China Lake.

WANTED: Experienced motorcycle mechanic. Triumph experienced preferred but not mandatory. Chicago area, state experience and salary desired. Ph: (312) 841-5300.

'68 HONDA CL 175 dirt/street. You finish. $150/offer. (213) 698-4366.

Bultaco Repair & Hop Up Manual
Covers all models, including 360cc, discuss porting port alignment, 5 porting 7 porting, reed plates, cutting pistions, timing by light, general tune up, shifting problems and remedy, Clutch heat treating, glass peening, etc. Send $3.00 to: Morgan Engineering P.O. Box 2774 Fullerton, Ca. 92633

WANTED – G.P. road racer, 250cc or larger. Call eves. (213) 371-0922.

MINI-BIKES (2) Taco, 3 h.p., exc. con. $75.00 ea. 868-2417.

ANSWERING WANT ADS - SAY YOU SAW IT IN CYCLE NEWS

MOVING MUST SELL! 250cc Zundapp – desert ready plus spare parts $175.00. 1966 OLDS – Fibreglass "T" bucket Roadster, Isky cam/B-M Hydro $135 or best offer. Sam (213) 679-0816.

FACTORY BUILT RICKMAN METISSE SCRAMBLERS
500 & 650cc Tri. 500 & 600cc Matchless, built to Moto-cross racing specs in Rickman Engineering competition shop. Close ratio gearboxes, racing cams, etc. Only a few, on first come basis. $1575. to $1750.00. Steen's, Inc., 1635 W. Valley Blvd., Alhambra, Ca. (213) 289-4351.

EXCELLENT OPPORTUNITY
for young aggressive motorcycle enthusiast. Nations leading motorcycle enthusiast publication, State Cycle News, needs advertising manager. Knowledge of advertising, sales, layout. & paste-up desirable but not necessary. Must be willing to live in Greater Ohio area. Send complete resume to: Cycle News, P.O. Box 498, Long Beach, Calif. 90801.

'67 HUSQVARNA good condition. Must sell $700/best offer. 247-6473.

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Desert ready with fork brace, Bates seat, rock pan, high pipes & much more. Street equip. too. Entire bike ex. cond. Only 1750 mi. & never raced. Best offer. Call 697-0724.

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'68 HODAKA 100 desert ready, very fast, straight cutts, 5 ported barrel, Webco head, girling shocks, lengthened front forks, big air cleaner, Turner pipe and much more. (213) 331-0257.

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Sell my new CZ 360 single pipe and ESO Jawa DT500 Speedway this week $1100 and $950. Call (213) 329-1960.

1969 BULTACO PurSang motocross. Ridden few times, like new. Compression release, bars, filtron, chain etc. Ready to go. Must sell $750.00. (213) 342-4231.

'64 TRI. 650 TT

bike. All the best stuff, very, very fast $595. Goldstar scrambler, new engine, new tires, fast, with spares $475.00. Goldstar flattracker, frame, wheels, gearing, all perfect condition, drop in 650 engine and win. $235. Days till 5 (213) 374-1844.

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Anonymous M.C.

GARAGE SALE – Sundays – Motorcycle parts & acces. 1000cc Morris eng. & transm., 2 sidecars. Phone: (805) 498-6393 – at: 667 Malat Dr., Newbury Pk, Cal. 91320. 4 mls. past Thousand Oaks, – Wendy Dr. turnoff).

WANT SHIFT ASSEMBLY

and other parts Yamaha 80 about 1964. (213) 246-5429.

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$400. HODAKA – '68

Full desert, earned No. 78 in 1968 as novice. Over $700 invested. Priced for quick sale. Earl West, 9022 Willis, Van Nuy. (213) 893-2684.

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NEW – 19" WM-3 Akront rim and 3.25 tire $30.00. (714) 635-3548.

1968 BULTACO Matador 250cc, approx. 375 miles $625.00. Call Monday thru Thursday after 6 p.m. (213) 693-7022.

1967 TRIUMPH T100-C 500cc dirt bike. Cerianis, Q-filter, fibre glass tank, custom seat $625.00 firm. Mornings 9:30-1:30. Ph: (213) 447-4548.

B.S.A. VICTOR – 1968. Never in dirt. (213) 696-9377.

'68 KAWASAKI 238cc, 21" wheel, 3 gal. glass tank, compression release, Roehr engine mods. plus pipe. Fast, clean, reliable. Ride to appreciate. (213) 766-8743 or 761-5677.

TRADE – Austin Healey for Sprint flattracker or XLR. Box 56, Incline Village, Nevada 89450.

FREE CATALOG – Motorcycle Parts & Accessories, Books, Clothes, etc: California Cycle Supply, P.O. Box 192, Fairbury, Ill. 61739. Phone: (815) 692-3769.

YAMAHA 1967 250 street $400. New lower end. (213) 370-9430.

CUSTOM Low Pipes, fits 450 Honda. Trade for 32x30 leather pants. Phone (213) 864-8481.

TRADE: Heli-arc welding for unit TR6 head. (213) 781-0732.

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1967 HUSQVARNA 360 – good condition. Must sell $700.00. (213) 244-3022.

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1968 BULTACO "El Bandido" 360cc. Excellent condition, 8 hrs. on bike, never been raced. Best offer. (714) 830-0403 (or) 772-9340.

1968 KAWASAKI 238. Never raced, comp. release, extra spark in head, filtron, 3 gal. tank, Metisse bars, DRAFTED. Call after 5 p.m. (213) 280-9516.

YAMAHA '68 100 Trail Master. Like new 370 mi. $325. Pr. pty. (714) 772-1724.

EL CAMINO'S, Trucks, and cars. Call Jim Woolwine, (213) 352-3241 or (213) 353-3226. Chev. Dlr., 20 yrs. Dist. 37.

NEW VAN TECH frame $95.00. Good dirt tires $10.00 ea. Timex electric, one with calendar $30.00 & $45.00. (213) 244-0505.

'65 TRIUMPH TR-6 desert bike, excellent condition, many extras. Make offer. (714) 465-8454. 1574 La Corta Street, Lemon Grove, Calif. 92045.

1966 250 MATADOR, good condition $375 Phone (213) 630-5928.

CERIANI Motocross forks $100. Ceriani Victor Installation Kit $25. (714) 871-8747.

1967 BRIDGESTONE 175cc Production racer. Excellent cond., set up for T.T., very fast, many extras, girlings, sprockets, etc. Asking $500.00. (213) 883-9255 eves.

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1967 500cc TRIUMPH Metisse for $1050 or trade for late model T100C. Also: Brand new 21" motocross tire & rim for $25. (213) 628-8692.

1968 BULTACO El Bandido 350cc with extras. After 6 p.m. (213) 355-0628.

1967 YAMAHA Trailmaster 100cc excellent condition, wife's bike. $300.00. (213) 370-0663.

1968 HUSKY 250cc

Super clean, Metisse bars, Filtron, comp. rlse, extra sprockets $695.00. (805) 746-2806.

FLOATING Rear Brake – Prevents rear shock lock up when braking on rough ground. Increases feel and efficiency. We machine your backing plate. Bultaco, Montesa, Kawasaki, Hodaka $12.00. Money orders only. Race Modifications, Box 184, Dolores, Colo. 81323.

AT1 Expansion chambers $39.95. Dick Allen Yamaha, 24811 San Fernando Rd., Newhall, Calif. 91321. (805) 259-8460.

"PENTON"

125cc with Akront rims. Like new $575. (805) 252-4154.

---

67 250 HUSKY. 21" wheel, long arm, fresh engine. (213) 941-2976.

TC-120 CAT

1969 Suzuki 120cc Trailbike. Dual range trans., 50 miles old. Wife changed mind–wants dune buggy instead. Cost $500. Sell $375. (714) 675-5949.

LUCAS Twin Cylinder Magneto, perfect. Victor engine parts. (213) 353-2646.

1967 HUSKY Motocross. Good condition, Competition Service, Inc., San Pedro. (213) 547-2203.

1966 250cc GREEVES Challenger, super fast, excellent condition $550.00. (702) 735-0980 Las Vegas.

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BMW R60US "68"

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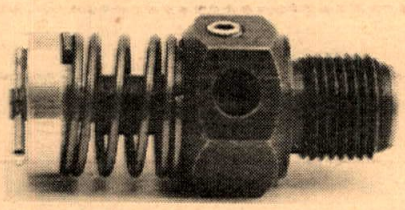

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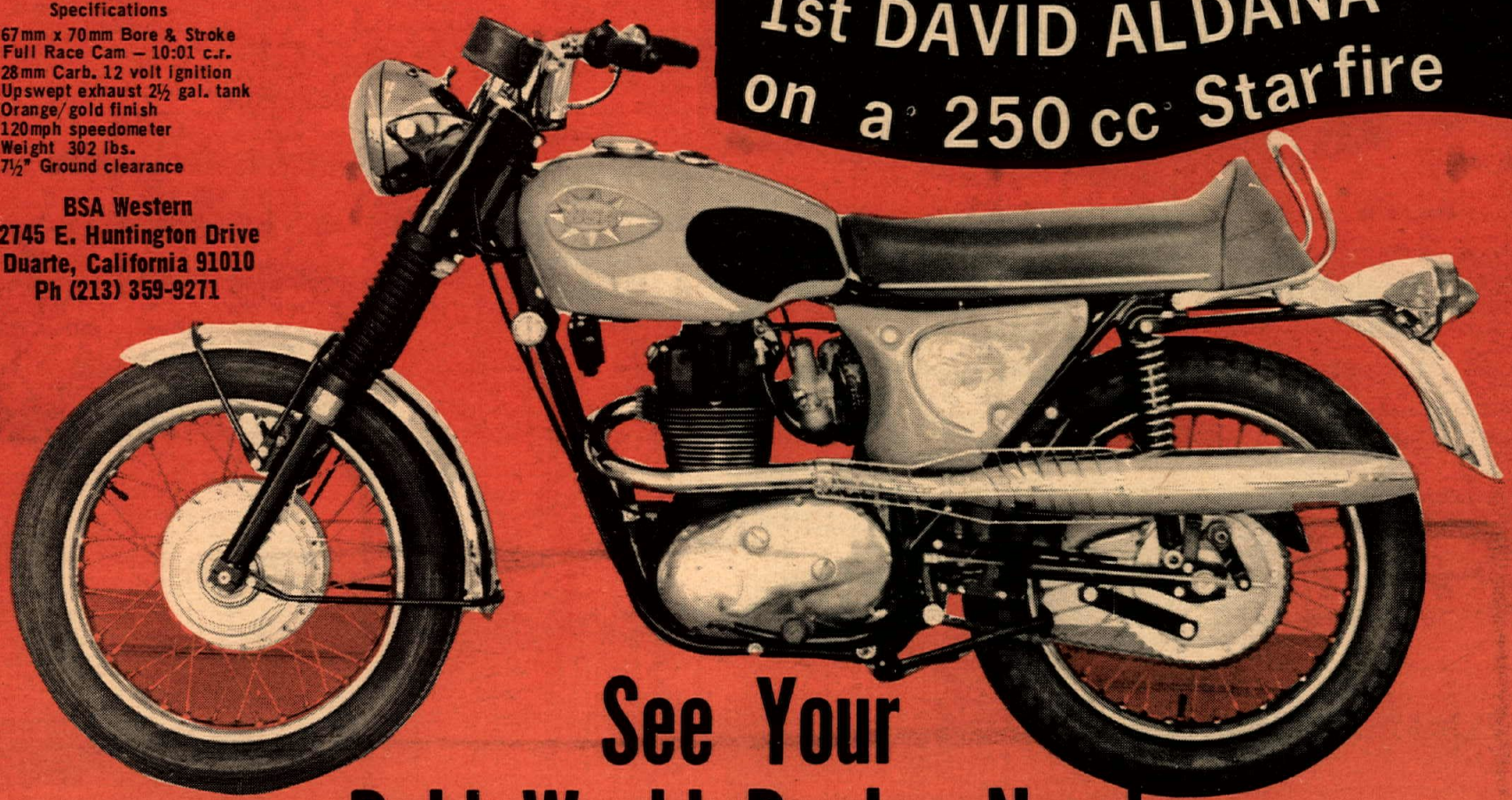

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